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SCHOOL YEAR 1950-1951

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THE BULLETIN OF THE
BEAUX-ARTS INSTITUTE OF DESIGN
MAY 1951 VOL. XXVII NUMBER THREE SCHOOL YEAR 1950-1951

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beaux-arts institute of design

115 East 40th Street, New York 16, N. Y.

whitney warren
prizes

exercise—February 9 to 13, 1951
judgment—March 6 or 8, 1951
registration fee for problem \$2.00

a setting for the olympic games

FRANK G. LOPEZ, the author, studied architecture at Cornell University, after which he worked in numerous offices. Taught Theory of Architecture at Columbia University, 1945-48. Art Director, Technical Staff, American Architect (1935-37); Associate Editor, Architectural Record (1937-42); Technical Editor and later Managing Editor, Pencil Points (Progressive Architecture) (1942-49). At present, Senior Associate Editor, Architectural Record.

Location

A large city in the U. S. A., center of an extensive metropolitan area, has been designated as the location for the next Olympic Games. Reasons for its selection are its temperate climate, an appropriate available site and existing transportation facilities.

The city is surrounded, to the south, with a large tract of hilly, undeveloped land, which the Planning Commission regards as a permanent greenbelt. The land is well watered, the principal stream being a good-sized river navigable by small excursion boats though not by vessels of any great draft. Rapid transit rail facilities have been extended across the greenbelt to rapidly growing suburbs farther south. From the south also comes a 6-lane divided highway. From the east comes the main line of a transcontinental railroad. The city airport is a few miles to the west.

At a point in the greenbelt area, of comparatively level land, several of these facilities converge. The general location selected for the Olympic Games is shown on the attached map. The specific area to be used is left to the discretion of the designer. Both the excellent transportation and the great natural beauty of the site are to be exploited in developing the plan.

Transportation and Circulation

In addition to a large number of athletes and Olympic personnel, several thousand spectators come to the Games from all over the world, most of them arriving at the site each day within a period of 30 to 60 minutes and, after the contests, wishing to leave as quickly as possible. The city expects to use the site, after the Games, as a permanent municipal sports center. A corporation, formed by the city to build the facilities, has obtained from the managements of the transcontinental railroad and the municipally-owned rapid transit system an agreement to build a joint station, at the Olympic Games site. This station would facilitate eventual interchange of passenger traffic between the two lines, ensuring its permanent usefulness.

The Corporation has also secured the consent both of the State Highway Commission to make changes in highway access; to increase its width, raise or depress

the roadway, to build bridges and overpasses, pedestrian underpasses; and of the River Development Authority to construct a boat basin and docking facilities, etc. This construction is not to be undertaken solely to enhance the Olympic Games; it must also have continuing usefulness.

Number of Spectators, Participants, Personnel

In order for the Olympic Committee to break even financially, and for the municipal corporation to recoup enough of the cost of construction, the Games have to attract a vast number of *spectators*, most of whom will wish to witness the main event on any given day. Expected average and maximum attendance are:

	Main Event	Secondary Events	Expected Totals
Average	90,000	30,000	120,000
Peak Day	150,000	50,000	200,000

In addition, there will be approximately 850 *participants* and 600 *Olympic personnel* (for administration and service) whose facilities are described in detail under "Required Elements."

Spectators are expected to arrive in the following ways (percentages indicate approximate number expected by each means):

1. By highway (auto, bus, taxi)—50%
2. By rail (train or rapid transit)—45%
3. By water (excursion boat or private craft)—5%

Spectators will be coming from the city itself and from surrounding communities. Most of those from distant regions will undoubtedly land at the municipal airport. Directness of access from transportation facilities to particular sports events, clarity of circulation, ample width of concourses and walkways, ease of purchasing tickets, etc., are all essential.

Required Elements

Since this is a problem in the broad aspects of preliminary site planning and circulation rather than in the detailed design of buildings, emphasis is more on building disposition, arrangement of parking areas, and ease of access, etc., than upon accurate dimensioning of the building themselves. However, when dimensions have a direct effect upon circulation, as in width of walks, concourses, vomitories and ramps, distances between lockers and playing fields or between reception suite and podium, the actual dimensions are to be carefully studied. Required structures and facilities are:

1. Stations (*outside fenced area*)

Railroad and rapid transit station each 4 tracks; maximum width of four tracks including intermediate platforms is 80 feet; maximum length of platforms, 800 feet. Station building facilities not to exceed 40' x 80'. (Combined capacity for these two, 40,000 persons per hour.)

Bus requiring loading positions for 50 buses (capacity 20,000 persons per hour).

Taxi (in one or more locations, but with central dispatching office—curb discharge space—capacity to unload 1000 taxicabs per hour).

Excursion boat docks (two berths minimum).

Piers for private craft.

All these public facilities shall have roofed waiting space, toilets, etc.

2. Parking Spaces

Outside fenced area: capacity 90,000 cars at 150 cars per acre, in several parking fields located as conveniently as possible to both highways and Olympic grounds entrances, (on the site plan it should be made clear which areas are used).

Inside fenced area: for athletes and Olympic personnel, etc., capacity 250 cars, in fields located conveniently to athletes' dormitories and places where non-resident personnel work.

Service parking for trucks delivering supplies: inside fenced area, secluded from public areas but with loading docks for delivering food and other supplies directly to kitchens or other points of use; capacity, 50 trucks ranging from delivery vans to large semi-trailers, with sufficient turning space.

3. Entrances to Fenced Area:

Spectators: ramps, bridges or underpasses, or all three, from stations, docks and parking spaces; pedestrians shall not in any case be required to cross moving lines of vehicular traffic.

Ticket Purchasing: (*outside fenced area*): Every effort will be made to sell tickets in advance. Nevertheless, ticket windows or counters are required to serve an estimated one-half of the expected peak attendance. Experience has shown that one ticket window can handle 1500 sales per hour. These facilities must be located so they will not cause congestion at the entrances themselves, must be convenient to primary pedestrian approaches and to entrances, and may be either in one large group or split among the different entrance gates. Control will be by telephone from central management office; each ticket sales group shall have its own unit office and strong room for temporarily storing tickets and receipts, also a "Lost and Found" room.

Entrance Gates: Spectators' entrances shall terminate in entrance gates equipped with turnstiles ample in number and in total width to accommodate the anticipated peak load. About 2100 persons can pass through one turnstile in an hour. There shall not be more than two, or at most, three entrance gates.

Processional Avenue: The principal entrance, through which the opening Olympic procession will

march, shall be at one end of a short processional avenue which shall terminate, through an impressive entry, inside the main stadium. This is used for the opening and closing ceremonies with their attendant parades of all participating athletes, symbolic transfer of the Olympic Torch, etc. Together with the podium, (described under *Main Stadium* below) this avenue is the focal point of the entire development.

Service Entrances: There shall be two of these widely separated, for autos bringing Olympic personnel and participants, deliveries of supplies, etc.

Inclosing Fence: Other than at these public and services entrances the entire Olympic grounds shall be inclosed either by means of fences, walls, or such natural features as declivities, impassable bodies of water, dense hedges, or all these means in combination.

4. Athletic Structures and Facilities (*inside fenced area except as noted*)

All the principal and permanent structures are to be of reinforced concrete or steel frame construction with concrete, stone, or brick masonry for subsidiary permanent structures. Temporary structures, or those which will have only dubious value after the games, may be wood, cloth, or other easily removed construction; structures subject to fire hazard must be built in small isolated units accessible by the fire department via paved roadways.

Main Stadium: approximately 600,000 sq. ft. seating area including aisles, capacity of 150,000 persons of whom 7% may be standees. In maximum dimension, exclusive of ramps or other access to upper levels, this structure may not exceed 1000 feet. Stairs and steps shall be held to the minimum except if seating space proper. Roofed area should protect the upper two-thirds of the seating area, it should not cover the playing field. If ramps are employed for access to various levels, the maximum gradient of such ramps shall not exceed 10%.

The main stadium's *playing field* shall accommodate a Rugby football field 420' x 180', a track with a 220 yard straightaway, and pits, markers, etc., for field events. This field is for all main events in track and football.

At the most desirable location, from the spectator's point of view, shall be a *podium*, or Tribune of Honor, containing seats for 100 dignitaries and officials; it shall be surrounded by boxes containing reserved seats.

Official receptions for visiting dignitaries, heads of delegations, individual and team winners and other participants will be held before, during and immediately after the Games. This requires a *reception suite* consisting of a reception hall, banquet hall, service bar, retiring rooms for important visitors, toilets, etc. There shall be a private outside entrance to the reception suite; direct access from it to the podium; and, if possible, direct access to the office of the Olympic Committee. The reception suite can be located in the main stadium structure.

Secondary Stadium: capacity 10,000 to 20,000 spectators in permanent bleachers (not roofed). Space under bleachers must be fully utilized for such purposes.

poses as grounds equipment, locker rooms, etc. This stadium's playing field shall accommodate the same sports as the field in the main stadium. Preliminary matches and heats will be held here.

Water Sports Stadium: (may be either within or outside the main fenced area. If the latter, it should be separately inclosed and accessible by bridges, etc., from the main fenced area.) This shall be located to take advantage of natural sources of water supply, shall have a pool 82'6" x 165'0" (inside dimensions) for swimming events and a segregated but connected pool for diving, 82'6" x 60'0". Spectators capacity: 25,000 to 35,000 persons, (4 sq. ft. per person) in unroofed bleachers. Showers and lockers must be contiguous. Space under bleachers shall be fully utilized.

Court Games Stadium: capacity 8,000 to 10,000 spectators (4 sq. ft. per person) in unroofed temporary bleachers (space under may be utilized). Playing field 120' x 220' shall accommodate three tennis courts with ample runbacks, or three basketball courts, or other court games.

Field Games: polo, lacrosse, field hockey, etc., require a large, level, open area 600' x 960'. Thus the area can accommodate several practice fields for Rugby football and practice tracks for long-distance runs. Bleachers are not required; most spectators will bring camp chairs, etc. Showers and lockers need not be contiguous but should not be too distant. The field will also be used for practicing, horsemanship, so stables must be reasonably accessible.

Gymnasium: for such matches as wrestling, fencing and basketball if the weather prevent use of outdoor courts; and for feats of skill and strength such as gymnastics and weight-lifting; playing floor area 110 feet wide by 220 feet long. This is a roofed building, complete with heating plant, plumbing and other mechanical and electrical facilities. It will also be used for horsemanship exhibitions, and shall be conveniently accessible, though not necessarily contiguous to, the stables. In maximum dimensions the gymnasium should not exceed 250 feet. It shall accommodate 20,000 spectators in permanent bleachers, plus another 20,000 in temporary bleachers and as standees. It shall have a tanbark surface for riding with removable wooden flooring.

Rifle and Pistol Range: This shall be an indoor range with 12 shooting positions, each 3 feet 6 inches wide, and with provisions for a limited number of spectators behind the shooting positions. Shooting alley shall be 150 feet long. It may be incorporated in one of the other structures.

5. Non-Athletic Facilities (within fenced area)

The municipal Corporation realizes that the housing for athletes and other personnel will not have much permanent value after the Games are over. Therefore it would like to see the housing developed as temporary dormitory buildings which could be converted to other uses or torn down. However, since the locker rooms for athletes must be directly accessible to the playing fields, the Corporation will accept dormitories built into otherwise unused portions of the stands, between levels in the main stadium, etc.; if this is done, the Corporation would prefer to have dormitories which could eventually be converted to

concessions or other permanent uses. In the same way, some of the dining halls now required for athletes may be so situated and designed that they may eventually become public cafeterias, restaurants, etc.; in this case, eating facilities for spectators may be in tents or other temporary structures.

Housing

a) *For Athletes:* 25% of the 850 participating athletes will be women. Three-quarters of the men and all the women will have sleeping quarters on the site, with quarters for matrons, trainers, managers and staffs, medical attendants, etc., directly adjacent to each national or team group. These living quarters shall be dormitories for 20 to 25 persons each, and each dormitory shall have its own group toilet facilities, locker room and showers. This type of small dormitory unit is favored because it fosters team spirit and simplifies supervision. Since locker rooms and showers are required parts of the dormitory units, the dormitories must be closely related to the playing fields. There shall be direct access, not crossing any flow of spectator traffic, between locker rooms and the playing fields which they serve.

b) *For Olympic personnel:* These include members of the Olympic Committee and its clerical and business staff; officials required for the various events; a medical staff including doctors, nurses, orderlies, dentists; police and fire-fighting forces; ticket sales and collection force; and maintenance engineers, groundskeepers, and a housekeeping force. All told, these add up to some 600 persons of whom approximately one-third require living quarters on the grounds; the rest live outside. Part of the non-resident Olympic personnel will commute to the site by train or bus; about half by private car. Those "living in" include building maintenance and part of the grounds crews, fire fighting force, police, a few of the housekeeping staff, a skeleton medical staff, and a resident general manager with a few assistants. All these are to be housed in small groups in facilities adjacent to their Olympic activities.

Eating Facilities

a) *For Athletes:* All will eat on the grounds, each nation's athletes at its own training tables. Food will be prepared in a central kitchen and distributed to 5 or 6 dining halls, each of which will serve the athletes living in one group of dormitories, plus those athletes who belong to the group but who are being quartered outside the Olympic site. The large dining halls provide an opportunity for friendly national rivalry.

b) *For Olympic Personnel:* These will eat in two large dining halls, served from the same kitchen as the athletes' dining halls.

c) *For Spectators:* Most spectators will spend the entire day at the Games and so there must be concessions for feeding them; some will bring box lunches. Provide one large main restaurant seating about 1000 persons (may be temporary structure), plus several concession stands. Each stand will have its own cooking facilities; if possible, the main restaurant shall be served by the central kitchen required for athletes' dining halls.

Rest Rooms: Each structure shall have at least two rest rooms, one for women and one for men, each with lounge and toilets. The larger structures shall have such units in the ratio of one women's and one men's rest room per 20,000 (maximum) spectators.

Infirmary: This is a sick bay for temporary treatment, not in any sense a hospital. It will be staffed by three doctors and six nurses, who work in shifts so that the infirmary will have qualified personnel in attendance 24 hours a day. It will have an examining room, two treatment rooms, doctor's office, nurse's station combined with a small dispensary, a small diet kitchen and 20 beds.

Service Structures:

Garage for storing 20 cars, with washing and minor repair space, auto service facilities for Olympic cars and trucks, etc. (not for public).

Motor Equipment Garage, for 20 trucks, jeeps, and other heavy motorized equipment.

Tool Rooms and Sports Equipment Rooms directly accessible from all playing fields, arenas, etc.

Stable for 60 to 80 horses, with grooms' quarters attached, for mounts of the horsemanship and polo teams.

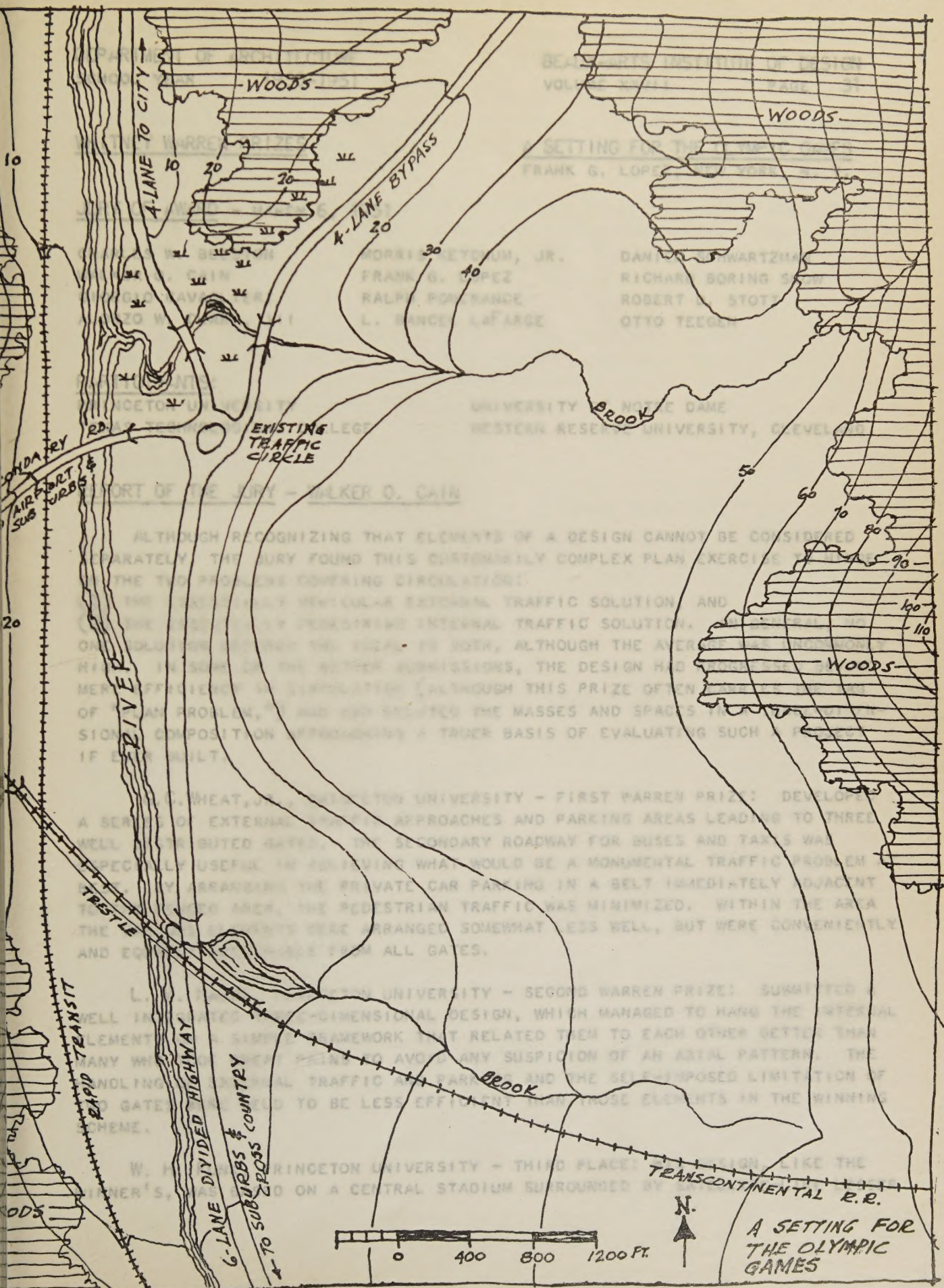
Police and Fire Station.

REQUIRED: (Sheet size 31" x 40")

1. Site Diagram at the scale of the attached map showing fenced area in outline only, and locating all gates, R. R. Station, boat docks and piers, outside parking fields, and their approaches.
2. Plan of fenced area at the scale of 1" equals 200'0" showing location of all buildings, drives, walks, bridges, fields, and structures required within the fenced area, in block form, clearly identified by name (not by number or letter key).
3. Section at scale of 1" equals 100'0", through Main Stadium, processional avenue, and main entrance to grounds, showing podium or Tribune of Honor. This section shall also show in a general fashion how spectators ascend to various levels of the stadium and what use is made of spaces under deck or decks.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

(See map on page 5)



WHITNEY WARREN PRIZES

A SETTING FOR THE OLYMPIC GAMES
FRANK G. LOPEZ, NEW YORK, N. Y.

JURY OF AWARD - MARCH 6, 1951

CHARLES W. BEESTON
WALKER O. CAIN
GIORGIO CAVAGLIERI
ALONZO W. CLARK, III

MORRIS KETCHUM, JR.
FRANK G. LOPEZ
RALPH POMERANCE
L. BANCEL LAFARGE

DANIEL SCHWARTZMAN
RICHARD BORING SNOW
ROBERT D. STOTT
OTTO TEEGEN

PARTICIPANTS:

PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE

UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - WALKER O. CAIN

ALTHOUGH RECOGNIZING THAT ELEMENTS OF A DESIGN CANNOT BE CONSIDERED SEPARATELY, THE JURY FOUND THIS CUSTOMARILY COMPLEX PLAN EXERCISE TO HINGE ON THE TWO PROBLEMS COVERING CIRCULATION:

- (1) THE ESSENTIALLY VEHICULAR EXTERNAL TRAFFIC SOLUTION, AND
- (2) THE ESSENTIALLY PEDESTRIAN INTERNAL TRAFFIC SOLUTION. IN GENERAL, NO ONE SOLUTION OFFERED THE IDEAL IN BOTH, ALTHOUGH THE AVERAGE WAS UNCOMMONLY HIGH. IN SOME OF THE BETTER SUBMISSIONS, THE DESIGN HAD PROGRESSED BEYOND MERE EFFICIENCY IN CIRCULATION (ALTHOUGH THIS PRIZE OFTEN CARRIES THE TAG OF "PLAN PROBLEM,") AND HAD RELATED THE MASSES AND SPACES IN A THREE-DIMENSIONAL COMPOSITION APPROACHING A TRUER BASIS OF EVALUATING SUCH A PROJECT IF EVER BUILT.

G.C. WHEAT, JR., PRINCETON UNIVERSITY - FIRST WARREN PRIZE: DEVELOPED A SERIES OF EXTERNAL TRAFFIC APPROACHES AND PARKING AREAS LEADING TO THREE WELL DISTRIBUTED GATES. THE SECONDARY ROADWAY FOR BUSES AND TAXIS WAS ESPECIALLY USEFUL IN RELIEVING WHAT WOULD BE A MONUMENTAL TRAFFIC PROBLEM AT BEST. BY ARRANGING THE PRIVATE CAR PARKING IN A BELT IMMEDIATELY ADJACENT TO THE FENCED AREA, THE PEDESTRIAN TRAFFIC WAS MINIMIZED. WITHIN THE AREA THE VARIOUS ELEMENTS WERE ARRANGED SOMEWHAT LESS WELL, BUT WERE CONVENIENTLY AND EQUALLY ACCESSIBLE FROM ALL GATES.

L. W. HAUCK, PRINCETON UNIVERSITY - SECOND WARREN PRIZE: SUBMITTED A WELL INTEGRATED THREE-DIMENSIONAL DESIGN, WHICH MANAGED TO HANG THE INTERNAL ELEMENTS ON A SIMPLE FRAMEWORK THAT RELATED THEM TO EACH OTHER BETTER THAN MANY WHO TOOK GREAT PAINS TO AVOID ANY SUSPICION OF AN AXIAL PATTERN. THE HANDLING OF EXTERNAL TRAFFIC AND PARKING AND THE SELF-IMPOSED LIMITATION OF TWO GATES WERE HELD TO BE LESS EFFICIENT THAN THOSE ELEMENTS IN THE WINNING SCHEME.

W. H. FUNK, PRINCETON UNIVERSITY - THIRD PLACE: HIS DESIGN, LIKE THE WINNER'S, WAS BASED ON A CENTRAL STADIUM SURROUNDED BY SATELLITE-LIKE LESSER

STRUCTURES, WITH THE WHOLE COMPOSITION SERVED BY THREE GATES. THE VARIOUS CIRCULATION PROBLEMS WERE WELL-HANDLED, EVEN TO THE BRIDGE CONNECTING THE RESIDENCE AREA WITH THE STADIUM.

W.H.SHORT, PRINCETON UNIVERSITY - PLACED FOURTH: ENTRY WAS EXTREMELY SIMPLE IN CONCEPTION - A SINGLE LANE WITH STADIUM ON ONE SIDE AND ALL OTHER ELEMENTS ON THE OTHER. IF IT CRAMPED THE AREA WEST OF THE STADIUM, IT MANAGED AN EASILY GRASPED COMPOSITION FOR JUROR AND OLYMPIC GAMES VISITOR ALIKE.

P.HOLT, III, PRINCETON UNIVERSITY - PLACED FIFTH: SUBMITTED A DESIGN OF THE GENERAL TYPE OF THE WINNER'S, BUT WITH ELEMENTS FAR MORE WIDELY SEPARATED THAN MOST, PERHAPS MORE THAN WARRANTED BY EVEN OLYMPIC-SIZED CROWDS. BOTH INTERNAL AND EXTERNAL TRAFFIC WERE WELL HANDLED.

SUMMARY OF AWARDS:

5 PLACES

2 PRIZES

55 TOTAL SUBMITTED

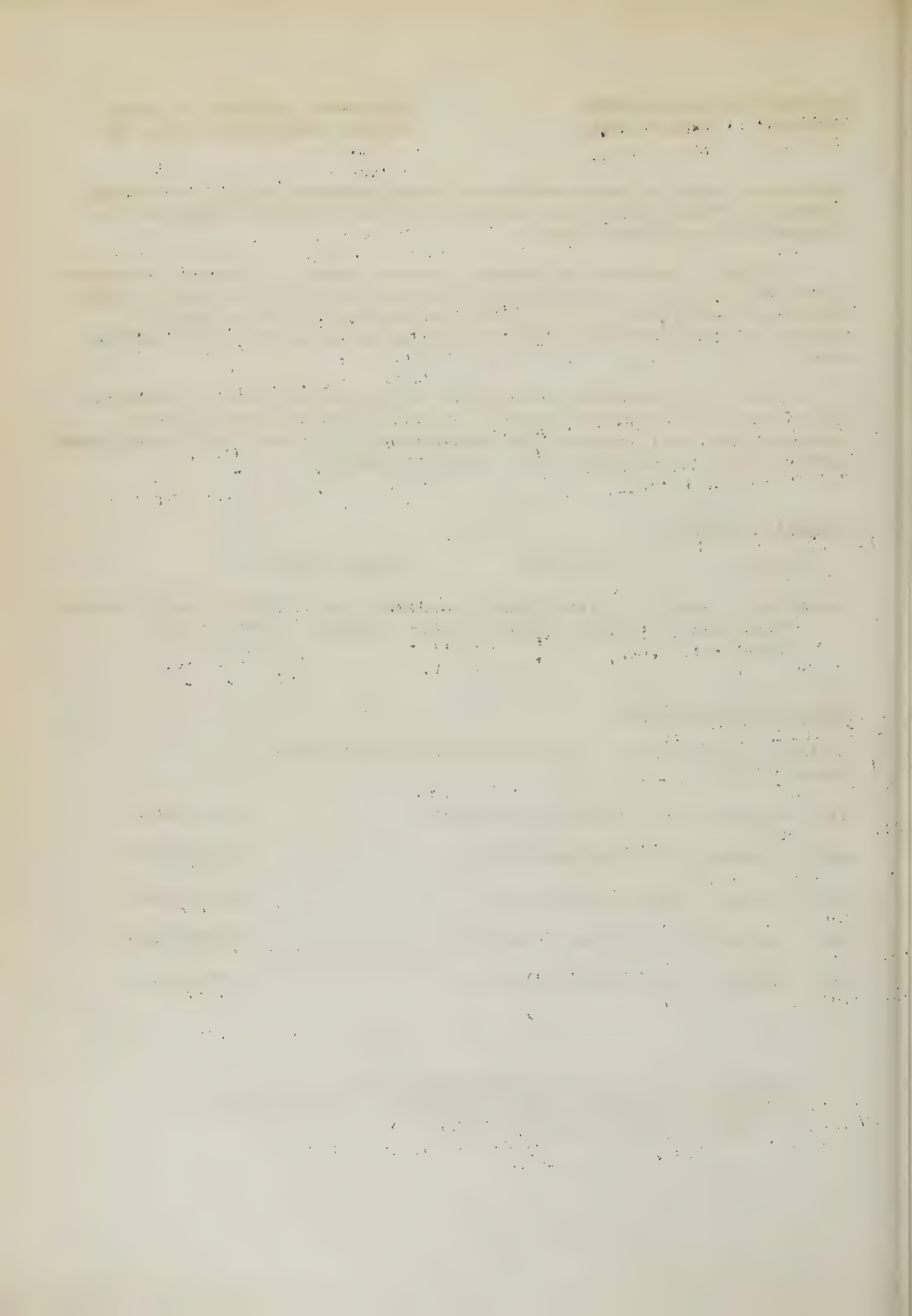
PRINCETON UNIVERSITY: FIRST PRIZE- G.C.WHEAT, JR.. SECOND PRIZE -L.W.HAUCK.
THIRD PLACE- W.H.FUNK; FOURTH PLACE- W.H.SHORT; FIFTH PLACE -
P.HOLT, III.

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WHITNEY WARREN PRIZES - A SETTING FOR THE OLYMPIC GAMES
MARCH 6, 1951

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42.	L.W.HAUCK, PRINCETON UNIVERSITY	SECOND PRIZE
43.	W.H.FUNK, PRINCETON UNIVERSITY	THIRD PLACE
44.	W.H. SHORT, PRINCETON UNIVERSITY	FOURTH PLACE
45.	P.HOLT, III, PRINCETON UNIVERSITY	FIFTH PLACE

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department of architecture: 1950-1951 fifty-eighth school year

class

A

*exercise any 5 consecutive weeks between
january 29 and march 26, 1951
judgment on or about week of april 16, 1951*

problem

3**promenade deck of cruise ship**

HENRY DREYFUSS, New York, N. Y., after graduation from the Ethical Culture Fine Arts High School in 1922, studied theatrical design under Norman Bel Geddes. An early debut in the world of the theatre, designing stage settings for the Strand Theatre led to a distinguished career as a stage designer. In 1929 he launched his career in the profession of industrial design. His work in this field is almost too well known to require summary. It has included product design in many fields, airplane and steamship design, the interior of the Perisphere for the New York World's Fair 1939 and vital military work during World War II. He was an organizer, and is a past president of the Society of Industrial Designers. He has written and lectured extensively on industrial design.

WILFRED W. FAULKS, graduated from the College of Architecture, Cornell University in 1917. After Army service in World War I he went with the architectural firm of Clinton and Russell, New York. He became a partner in 1935. In 1942 the firm was dissolved and he went to Vermont to live and practice architecture. In 1945 he became associated with Henry Dreyfuss in charge of the American Export Lines ship building program which has included the new "four aces" of the Excalibur class and the two 26,000 ton liners Independence and Constitution which will be completed early in 1951.

A prominent steamship company has decided to build a ship for passenger service with special emphasis on its use for cruises of varying lengths to warm climates. It has engaged the services of a naval architect and has determined the general characteristics of the vessel. She will be about 680 ft. overall, 86 ft. beam and will accommodate a maximum of about 500 passengers in one class for a cruise.

The passengers will come from all sections of the country and abroad and from all walks of life and degrees of culture and wealth. They come with the common desire for a memorable cruise, and the steamship company wants to entertain them well in pleasant, comfortable and even luxurious surroundings. To do this it must provide a variety of public rooms to suit the varying moods of the people.

The company has decided to engage an "interior Design Agent" and to bring him into the picture early enough to collaborate fully with the naval architect so that he will be able to contribute more than mere decora-

tion of existing rooms. His duties will be to design the interiors and furnishings of all spaces used by the passengers and will include the interior architecture, furniture, floor covering, curtains, lighting, etc., and selection of works of art such as murals, pictures and sculpture suitable for the rooms. He may suggest to the naval architect limited changes in plan and structure to help his conception of the interior treatment.

The subject of this program is the Promenade deck, the elements of which are indicated schematically on the accompanying diagram.

The designer learns from the naval architect that the backbone of the ship is the system of longitudinal girders shown on the diagram. These may not be moved or changed materially. The ribs of the ship are called frames and are spaced 3 feet on center. These frame lines are numbered to assist in locating positions on the plans. Deck beams are placed on frame lines. The deck in which we are interested being above the weather deck, it is possible to omit a limited number of the frames in the outer bulkheads to permit special window spacing if necessary.

The interior vertical supports from deck to deck are called stanchions and are indicated on the naval architect's preliminary plan. These stanchions may be moved fore and aft along the girder lines a few frames but the distance between them should not be increased more than a very limited amount as the girder depths will increase accordingly. Additional stanchions may be added.

All major transverse bulkheads (partitions) should be on frame lines. All structural materials should be fire-proof. Bulkheads will be made of steel members and sheathed with metal or an asbestos and cement board. Except in enclosed stairs, bulkheads may be covered with thin wood veneer if desired. A small amount of solid wood may be used for mouldings, etc.

As weight is an important factor, the use of stone, marble and tile should be restricted. The rolling and pitching of the ship at sea discourages the use of open fires, fountains and sharp corners.

All rooms will be air-conditioned so ample space must be provided for ducts both vertical and horizontal. The outer port and starboard bulkheads should be considered as fixed, but the length of the house and the shape of its

A

class

3

problem

January 29 and March 26, 1951

judgment on or about week of April 16, 1951

promenade deck of cruise ship

tion of existing rooms. His duties will be to design the interiors and furnishings of all spaces used by the passengers and will include the interior architecture, furniture, floor covering, curtains, lighting, etc., and selection of works of art such as murals, pictures and sculpture suitable for the rooms. He may be required to the naval architect limited changes in plan and structure to help his conception of the interior treatment.

The subject of this program is the Promenade deck, the elements of which are indicated schematically on the accompanying diagram.

The designer learns from the naval architect that the backbone of the ship is the system of longitudinal girders shown on the diagram. These may not be moved or changed materially. The ribs of the ship are called frames and are spaced 3 feet on center. These frame lines are numbered to assist in locating positions on the plans. Deck beams are placed on frame lines. The deck in which we are interested being above the weather deck, it is possible to omit a limited number of the frames in the outer bulkheads to permit special window spacing if necessary.

The interior vertical supports from deck to deck are called stanchions and are indicated on the naval architect's preliminary plan. These stanchions may be moved fore and aft along the girder lines a few frames but the distance between them should not be increased more than a very limited amount as the girder depths will increase accordingly. Additional stanchions may be added.

All major transverse bulkheads (partitions) should be on frame lines. All structural materials should be fireproof. Bulkheads will be made of steel members and sheathed with metal or an asbestos and cement board. Except in enclosed stairs, bulkheads may be covered with thin wood veneer if desired. A small amount of solid wood may be used for moldings, etc.

As weight is an important factor, the use of stone, marble and tile should be restricted. The rolling and pitching of the ship at sea discourages the use of open fires, fountains and sharp corners.

All rooms will be air-conditioned so ample space must be provided for ducts both vertical and horizontal. The outer port and starboard bulkheads should be considered as fixed, but the length of the house and the shape of its

HENRY DREYFUS, New York, N. Y., after graduation from the Ethical Culture Fine Arts High School in 1922, studied theatrical design under Norman Bel Geddes. An early debut in the world of the theatre, design, led stage settings for the Strand Theatre led to a distinguished career as a stage designer. In 1929 he launched his career in the profession of industrial design. His work in this field is almost too well known to require summary. It has included product design in many fields: airplane and steamship design, the interior of the Persimmon for the New York World's Fair 1939 and vital military work during World War II. He was an organizer, and is a past president of the Society of Industrial Designers. He has written and lectured extensively on industrial design.

WILFRED W. FAULK, graduated from the College of Architecture, Cornell University in 1917. After Army service in World War I he went with the architectural firm of Clinton and Russell, New York. He became a partner in 1935. In 1942 the firm was dissolved and he went to Vermont to live and practice architecture. In 1945 he became associated with Henry Dreyfus in charge of the American Export Lines ship building program which has included the new "four seas" of the Excalibur class and the two 26,000 ton liners Independence and Constitution which will be completed early in 1951.

A prominent steamship company has decided to build a ship for passenger service with special emphasis on its use for cruises of varying lengths to warm climates. It has engaged the services of a naval architect and has determined the general characteristics of the vessel. She will be about 680 ft. overall, 86 ft. beam and will accommodate a maximum of about 500 passengers in one class for a cruise.

The passengers will come from all sections of the country and abroad and from all walks of life and degrees of culture and wealth. They come with the common desire for a memorable cruise, and the steamship company wants to entertain them well in pleasant, comfortable and even luxurious surroundings. To do this it must provide a variety of public rooms to suit the varying moods of the people.

The company has decided to engage an "interior Design Agent," and to bring him into the picture early enough to collaborate fully with the naval architect so that he will be able to contribute more than mere decorations.

Mandatory requirements and regulations governing this problem are stated in the (insert name of the Department of Architecture for the School Year 1950-1951. A copy will be sent to you.)

(See diagram on 3rd page)

1. Plan of entire Promenade Deck at the level of the floor.
2. Plan of house showing furniture arrangement at the scale of $\frac{1}{8}"$ to the foot.
3. Two or more elevations of the house at the scale of $\frac{1}{4}"$ to the foot.
4. Drawing of one or two pieces of furniture decorative feature. This is optional.

REQUIRED: (Sheet size 31" x 40")

10. The following rooms are not required but may be included if space permits:
 - a) A small chapel for all faiths;
 - b) A room for private parties.

9. A total area of about 150 sq. ft. of deck for the storage of steamer trunks, suitcases, etc. should be arranged in convenient fashion from the deck for the stewards' use.

8. Adequate and convenient toilet facilities for men and women.

sun deck.

7. An uptake, which is a shaft from the engine room enclosing smoke exhaust pipes, etc., of about 1,000 sq. ft. is required. It can be divided into two separate shafts, each if desired. The uptakes may be located aft but may not go forward of the main house, in an area of not more than 100 sq. ft. of frame #140. If desired, the uptakes may be raised to a height of not more than 8 ft. above the longitudinal girder.

6. Two main stairways, one to the main deck and one to the promenade deck, should be provided. These stairways should be closed and be so located that they can lead up or down one deck may be used for architectural effect. Outside access to the promenade deck is needed.

5. The main stairways, one to the main deck and one to the promenade deck, should be provided. These stairways should be closed and be so located that they can lead up or down one deck may be used for architectural effect. Outside access to the promenade deck is needed.

galley three decks below.

5. A convenient party of about 200 sq. ft. for service of morning bouillon, afternoon tea, as well as other light refreshments should be provided. A service elevator and stair will connect it with the main deck.

played on another deck.

will be needed at times. Outdoor games will be dancing. Some sort of protection from strong winds This will be a place for sunbathing and outdoor space for deck chairs and tables should be provided.

4. A swimming pool of about 450 sq. ft., located between the girders, should be provided on the open after deck. A walkway 4 feet wide is required around the pool and a railing is desirable. Ample space for deck chairs and tables should be provided.

convenient to the bar.

3. A storeroom of about 200 sq. ft. should be located here in the afternoon and evening. There should be places for 20-30 at the bar itself, with stations for two bartenders, space for dancing and groups of tables, chairs and sofas. Service will be from here to the tables and the deck around the pool. A storeroom of about 200 sq. ft. should be convenient to the bar.

of about a thousand books.

2. A library and writing room should provide ample space for writing and accommodations for a library.

dinner.

1. A lounge providing a good outlook over the water may have a dignified place to read, converse, play cards, etc., in a quieter atmosphere than the smoking room. The ship's orchestra will play here after dinner.

The line feels that the following spaces should be provided:

to provide space for all 500 passengers at one time on the promenade deck.

strictions of space allotment to a minimum. There are other public rooms on other decks and it is necessary to provide space for all 500 passengers at one time on the promenade deck.

fore and aft ends may be varied within reason. An enclosed promenade is desirable around a part of the deck to provide an exercising and sitting place for passengers in bad weather. Due to variable conditions of wind and weather under way, the fore deck is not used for passengers. The line desires as fresh an atmosphere to the promenade as possible and the fore deck is not used for passengers. There are other public rooms on other decks and it is necessary to provide space for all 500 passengers at one time on the promenade deck.

fore and aft ends may be varied within reason. An enclosed promenade is desirable around at least part of the deck to provide an exercising and sitting place for passengers in bad weather. Due to variable conditions of wind and weather under way, the fore deck is not used for passengers. The line desires as fresh an approach to the problem as possible and has kept its restrictions of space allotment to a minimum. There are other public rooms on other decks so it is not necessary to provide space for all 500 passengers at one time on the promenade deck.

The Line feels that the following spaces should be included:

1. A lounge providing a good outlook where passengers may have a dignified place to read, converse, play cards, etc., in a quieter atmosphere than the smoking room. The ship's orchestra will play here after dinner.
2. A library and writing room should provide ample space for writing and accommodations for a library of about a thousand books.
3. A smoking room and bar. An orchestra will play for dancing here in the afternoon and evening. There should be places for 20-30 at the bar itself, with stations for two bartenders, space for dancing, and groups of tables, chairs and sofas. Service will be from here to the tables and the deck around the pool. A storeroom of about 200 sq. ft. should be convenient to the bar.
4. A swimming pool of about 450 sq. ft., located between the girders, should be provided on the open after deck. A walkway 4 feet wide is required around the pool and a railing is desirable. Ample space for deck chairs and tables should be provided. This will be a place for sunbathing and outdoor dancing. Some sort of protection from strong winds will be needed at times. Outdoor games will be played on another deck.
5. A convenient pantry of about 200 sq. ft. for service of morning bouillon, afternoon tea, as well as other light refreshments should be provided. A service elevator and small stair will connect it with the galley three decks below.

6. Two main stairways, treads 4 feet wide, tertiary stairs 2 feet wide and two passenger stairs should be provided. These stairways must be closed and be so located that they can run on all decks and provide access to various parts of the house on the promenade deck. Other openings leading up or down one deck may be used for architectural effect. Outside access to the promenade deck is needed.

7. An uptake, which is a shaft from the boiler room enclosing smoke exhausts, chimneys, piping etc., of about 1,000 sq. ft. is required. It can be divided into two separated shafts of 500 sq. ft. each if desired. The uptakes may be located forward and aft but may not go forward of frame #140. If desired, the ceiling of the uptake house, in an area of not more than 1500 sq. ft. curring between the longitudinal girders, should be raised to a height of not more than 8 feet above the sun deck.

8. Adequate and convenient toilet facilities for men and women.

9. A total area of about 150 sq. ft. of deck located forward of the storage of steamer rugs, pillows, should be arranged in convenient location for the use of the stewards' use.

10. The following rooms are not required on this ship but may be included if space permits:

- a) A small chapel for all faiths;
- b) a room for private parties.

REQUIRED: (Sheet size 31" x 40")

1. Plan of entire Promenade Deck at the scale of 1/8" to the foot.
2. Plan of house showing furniture arrangement at the scale of 1/8" to the foot.
3. Two or more elevations of the lounge or smoking room at the scale of 1/4" to the foot in perspective.
4. Drawing of one or two pieces of furniture or decorative feature. This is optional.

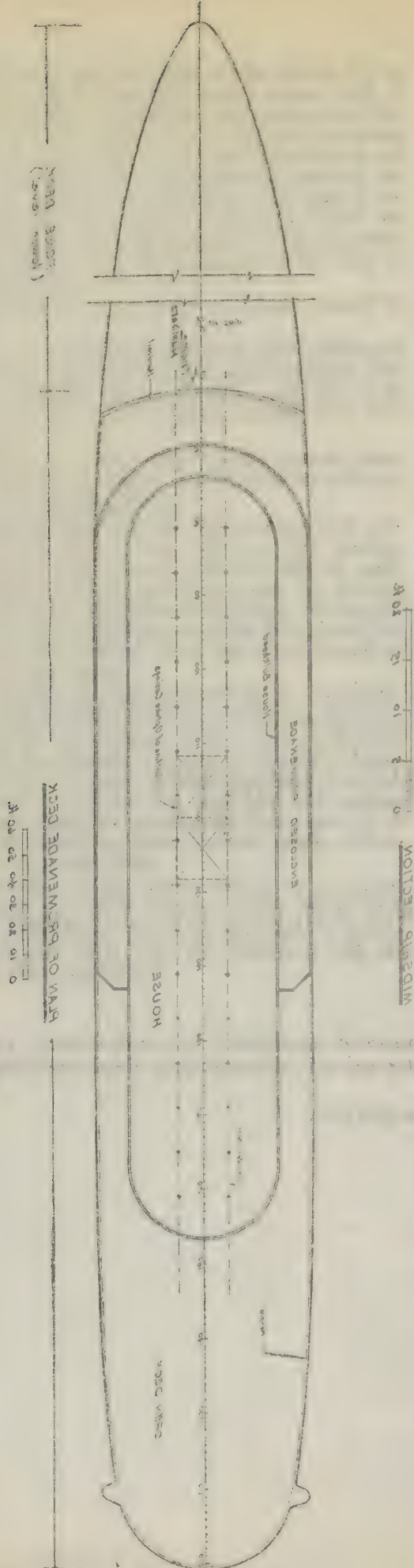
Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

(See diagram on 3rd page)

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ney loofna ndigis-yiti 1291-0291 :suxutidno fo tnenhagabb

design to student

2 molding A solid-surf. edge
brownade deck of cruise ship



1. The fee is not required
 2. The fee is not required
 3. The fee is not required
 4. The fee is not required

Heat 10' x 40' :

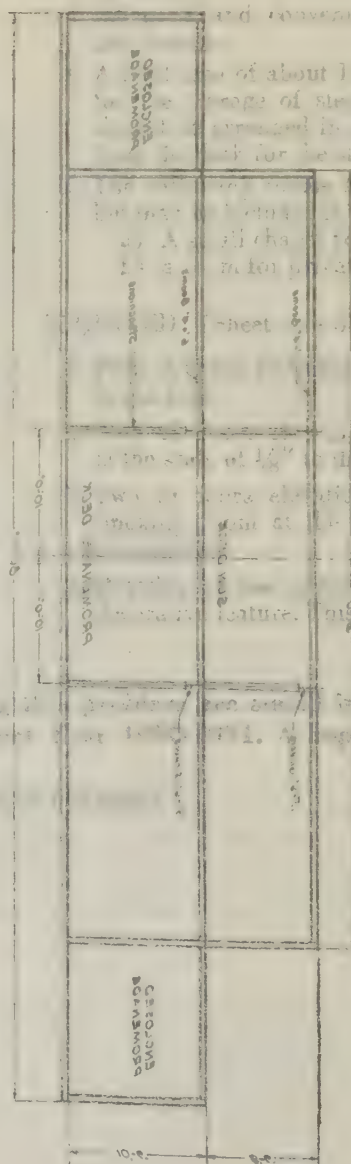
de H. K. a. 1100

of 14" to 16" feet.

are elevated and the lounge
can sit at a height of 14" to 16"

feature. 1919 : optional

1. The Circular of 1911. A copy will be sent to



CLASS A PROBLEM III

PROMENADE DECK OF CRUISE SHIP

HENRY DREYFUSS AND WILFRED W. FAULK, NEW YORK, N.Y.

JURY OF AWARD - APRIL 19, 1951

ARNOLD A. ARBEIT
ALBERT W. BUTT, JR.
ROBERT CARSON
GIORGIO CAVAGLIERI
ARTHUR S. DOUGLASS, JR.

JULIAN G. EVERETT
WILFRED W. FAULK
JULIAN E. GARNSEY
B. SUMNER GRUZEN
JOHN P. JANSSON

R. B. O'CONNOR
GEORGE N. RACKELL
RICHARD B. SNOW
MARUICE SORNIK
ZAREH SOURIAN

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA AGRIC. & MECH. COLLEGE
PRINCETON UNIVERSITY
UNIVERSITY OF NEBRASKA

UNIVERSITY OF ILLINOIS, URBANA
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNIVERSITY OF NOTRE DAME
UNAFFILIATED: CHICAGO

REPORT OF THE JURY - BY JULIAN G. EVERETT

THE PROBLEM IS VERY SIMILAR TO ONE IN WHICH OUR OFFICE WAS ENGAGED IN OUR DESIGN STUDIES FOR THE CONSTITUTION AND INDEPENDENCE FOR THE AMERICAN EXPORT LINES. THE LIMITATIONS OF THE PROGRAM WERE NOT ARBITRARY ONES, BUT REAL OBSTACLES MET IN SHIP CONSTRUCTION. THE CONTINUOUS LINE OF FORE AND AFT GIRDERS ARE AS UNTOUCHABLE AS THE PROGRAM INDICATED, AND THE STACK RESTRICTIONS ARE EQUALLY INVIOLEATE. THIS WAS A DESIGN PROBLEM WITHIN STRICT AND RIGID STRUCTURAL LIMITATIONS SUCH AS THE MODERN DESIGNER MEETS IN THE INTERIOR DESIGN OF SUCH THINGS AS AIRPLANES, TRAINS AND CERTAIN TYPES OF BUILDINGS, AS WELL AS SHIPS.

IT WAS FELT THAT, FOR THE PURPOSES OF A DESIGN PROBLEM, THE FURTHER RESTRICTION WE WORKED UNDER OF NOT BEING ABLE TO PENETRATE THE DECK ABOVE COULD BE MODIFIED TO GIVE THE DESIGNER INCREASED SCOPE, BUT THE LIMITATIONS IMPOSED REPRESENTED THE UTMOST LEEWAY LIABLE TO BE GRANTED BY THE OWNER OR NAVAL ARCHITECT. WHILE THE PROGRAM DID NOT STATE THE USES OF THE DECK ABOVE, IT SHOULD BE OBVIOUS THAT THE OUTSIDE DECK AREAS ARE THE MOST VALUABLE.

THE INTENT IN WRITING THE PROGRAM ON OUR PART WAS TO ENGENDER DESIGNS WITH DECORATIVE SOLUTIONS UNDER SUCH LIMITATIONS, WHERE SEEMINGLY EVERY DESIGN IDEA RUNS HEAD ON INTO A STRUCTURAL PROBLEM; AND WE WERE KEEN TO SEE WHAT NIMBLE BRAINS COULD DREDGE UP TO OVERCOME THEM.

THERE WERE 126 PROBLEMS SUBMITTED AND OF THIS NUMBER 22 WERE H.C. THIS WAS DISTURBING IN THAT SO MANY OF THE H.C. PROBLEMS HAD EXCELLENT VARIETY IN INTERPRETATION, BUT BLITHELY OVERSTEPPED THE RESTRICTIONS OF STRUCTURE SET UP IN THE PROGRAM.

THE JURY FELT THAT THERE WAS A GENERAL CARELESSNESS IN THE READING OF THE PROGRAM. THE STUDENTS HAD, IN MANY CASES, LED THEMSELVES TO DEFEAT FOR

THIS REASON, OR BY ENTHUSIASM IN INTERPRETATION NOT COMPATIBLE WITH THE RESTRICTIONS OF THE PROGRAM.

THERE WERE THREE FIRST MEDAL AWARDS: V.A.KIBLER, UNIVERSITY OF ILLINOIS: DEVELOPED A SOLUTION NEATLY SATISFYING ALL CONDITIONS BUT STILL WITH DEFINITE DECORATIVE POSSIBILITIES BOTH IN PLAN AND ROOM TREATMENT. AS EASY, INTERESTING FLOW OF CIRCULATION, HAVING WELL CALCULATED VISTAS OF WHAT WAS BEYOND, MARKED THIS SOLUTION. THIS WAS ONE OF THE FEW SUBMITTED WITH READABLE DRAWINGS.

W.KING, UNIVERSITY OF ILLINOIS, DEVELOPED A MOST INTERESTING PLAN WITH GOOD CIRCULATION AND PLEASANT RESTING SPOTS. A GOOD SENSE OF THE DECORATIVE, WITH FUNCTIONAL PURPOSE, SUGGESTED TO HIM A CIRCULAR RAMP IN THE FORWARD LOUNGE, WHICH WOULD UNDOUBTEDLY BE A FASCINATING SEA-GOING EXPERIENCE, EVEN THOUGH THE HUGE AREAS OF GLASS IN THAT EXPOSED FORWARD POSITION WOULD PRESENT A TERRIFIC STRUCTURAL AND SAFETY PROBLEM. THE SOLUTION HAD SOME VAGARIES AS TO STAIRWAYS, BUT THE JURY FELT THE OVERALL CONCEPTION WAS WITHIN THE LAW AND WAS DEFINITELY A CRUISE SHIP LAYOUT.

R.A.PIGOZZI, UNIVERSITY OF ILLINOIS, DEVELOPED PROBABLY THE MOST REALISTIC, OR SHALL WE SAY THE MOST ACCEPTABLE, SCHEME FROM A SHIP OWNER'S POINT OF VIEW. THE PLAN ARRANGEMENT IS GENERALLY EXCELLENT, APPRECIATING AS DID THE MEDAL WINNERS THAT THE FORWARD SPACE WAS CHOICE. HIS SOLUTION OF THE REMAINING AREA WAS SYMETRICAL AROUND THE LONG AXIS, HAVING GOOD SPACIAL RELATIONS AND A VERY WORKABLE ARRANGEMENT. POSSIBLY A LITTLE COMPLICATED IN THE LOBBY AREA AND NOT TOO EXCITING IN DECORATIVE TREATMENT, BUT NEVERTHELESS A GOOD UNDERSTANDING OF THE PROGRAM.

THERE WERE TWO SECOND MEDAL AWARDS: P.BACALZO, UNIVERSITY OF ILLINOIS, FROM AN INTERESTING PARTI DEVELOPED A SCHEME ALSO SYMETRICAL AROUND THE LONG AXIS. THE TREATMENT AROUND THE STACK AREA WAS VERY INTERESTING, BUT POSSIBLY TOOK TOO MUCH OF THE TOTAL AREA. THE USE OF THE FORWARD SPACE WAS SOMEWHAT NEGLECTED AS TO IMPORTANCE, AND THEREFORE AT SOME DISADVANTAGE.

D.T.DENNIS, UNIVERSITY OF ILLINOIS, FOLLOWING A PARTI SIMILAR TO KIBLER'S, PRESENTED A WELL THOUGHT OUT SOLUTION, AND A VERY WORKABLE ONE IN PRACTICE. POSSIBLY SOMEWHAT UNINSPIRED AS TO TANTALIZING CIRCULATION VISTAS, BUT ON THE WHOLE COMMENDABLE.

THE JURY ALSO FELT IT MIGHT COMMENT FAVORABLY ON ONE OF THE H.C. PROBLEMS, THAT OF G.C.WINTEROWD, UNIVERSITY OF ILLINOIS. THIS PROBLEM SHOWED HIGH IMAGINATION AND APPRECIATION OF THE PROBLEM DECORATIVELY AND USE-WISE, BUT UNFORTUNATELY A LAMENTABLE DISREGARD FOR THE BASIC RESTRICTIONS.

SUMMARY: THE JURY HAD CONSIDERABLE DIFFICULTY IN READING THE PLANS. IN THE WRITER'S OPINION, THIS IS LARGELY DUE TO THE EXCELLENT FILE OF CLICHES EACH SCHOOL SEEMS TO HAVE AND THE DESIRE ON THE STUDENT'S PART TO USE THEM ALL. UNFORTUNATELY, THIS SEEMS TO BE A TREND IN PRESENT DAY PLAN PRESENTATION, APPARENTLY TO MAKE IT LOOK "MODERN".

IT IS INTERESTING TO NOTE THAT UNIVERSITY OF ILLINOIS MADE A CLEAN SWEEP OF THE MEDAL POSITIONS, PROBABLY INDICATING THAT THEY READ THE WHOLE PROGRAM FIRST AND THAT THE PROFESSOR IN CHARGE OF CLICHES WAS MORE STRICT.

SUMMARY OF AWARDS:

3 FIRST MEDAL 2 SECOND MEDAL 27 MENTION 22 HORS CONCOURS 72 NO AWARD
126 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- D.L.ADMSON, E.L.HUXLEY, C.SELIG,
T.SOREY, R.A.THORNTON, A.L.VAWTER.

PRINCETON UNIVERSITY: HORS CONCOURS- C.D.BUCK, A.P.MORGAN, JR., W.H.SHORT,
A.B.TOLAND.

UNIVERSITY OF ILLINOIS, URBANA: FIRST MEDAL- V.A.KIBLER, W.R.KING, R.A.PIGOZZI
SECOND MEDAL- P.BACALZO, D.T.DENNIS. MENTION- W.R.BAKER, D.H.BERGSTROM
D.H.CARLSEN, W.COOPER, S.B.DENTON, F.E.ELLIOTT, D.M.ENGSTROM, E.FOX,
T.KEMNER, A.E.KOZAKIEWICZ, F.T.KUBITZ, C.D.MAY, R.J.MCKEAGUE,
C.E.NEUNABER, L.O'DONNELL, H.A.PRATT, D.P.RYDER, D.T.SMITH,
E.W.SWEETNAM, N.S.THEODOROU, C.R.WAGNER. HORS CONCOURS- D.F.BENSON,
A.A.CABANBAN, L.CHICCA, R.W.CLAYTON, JR., D.L.COLBY, N.C.ERKMEN,
D.E.GUNNERSON, D.R.HERMANSEN, G.M.LASLO, J.D.LECHNIAK, D.E.MADGWICK,
F.D.MAGNUSON, C.PETERSON, R.A.RAGGI, E.B.RILEY, R.E.VICK, H.C.YOUNG,
G.C.WINTEROWD.

INDEX OF REPRODUCTIONS:

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APRIL 19, 1951

46. V.A.KIBLER, UNIVERSITY OF ILLINOIS	FIRST MEDAL
47. W. R. KING, UNIVERSITY OF ILLINOIS	FIRST MEDAL
48. R.A.PIGOZZI, UNIVERSITY OF ILLINOIS	FIRST MEDAL
49. P.BACALZO, UNIVERSITY OF ILLINOIS	SECOND MEDAL
50. D.T.DENNIS, UNIVERSITY OF ILLINOIS	SECOND MEDAL
51. G.C.WINTEROWD, UNIVERSITY OF ILLINOIS	HORS CONCOURS

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department of architecture: 1950-1951 fifty-eighth school year

class

C

problem

3

*exercise any 5 weeks between:
january 15-march 26, 1951
judgment on or about
april 16, 1951*

an architect's office hiron prize

Harris Armstrong, A.I.A., the author, Kirkwood, Missouri, studied architecture at Washington University, St. Louis, and Ohio State University. He has been in private practice since 1933 and his work includes residences, schools and office buildings. Among his more recent work was the office building for the American Stove Company. Mr. Armstrong received a silver medal at the Paris Exposition in 1937 and won a second prize in the St. Louis War Memorial Competition in 1944.

As an inevitable result of the de-centralization that is occurring in and near our large cities, many architects have found it expedient to build their own offices in outlying sections rather than lease floor space in an existing building in the heart of the city. Since small offices always have some residential work and some outlying jobs in addition to work in the city, this makes it possible to be closer to the bulk of the work than in a downtown location. Another advantage of this procedure is the opportunity it affords the architect to demonstrate his ability and architectural convictions in the place where many client-architect decisions are made.

THE PROBLEM.

An architect, who has a staff of ten people (one secretary, one superintendent, seven architectural draughtsmen and one apprentice draughtsman) has acquired an inside lot with a frontage of 80 feet on the East side of a principal north-south road. The site is four miles beyond the city limits of an incorporated area of 500,000 people. The property and the road are both level and the depth of the lot is 200 feet. There is a required set-back of 50 feet from the front lot line, 25 feet from the rear lot line and 8 feet from each side line.

There is a magnificent deciduous tree located in the very center of the lot (100 feet from the front line and forty feet from each side). This tree has a spread of 60 feet and should be retained if possible. Tree experts have pronounced the tree sound but have cautioned against building closer than ten feet as this might cut too many of its roots.

The total net area of the building shall not exceed 1400 square feet with the following rooms in approximately these areas:

Reception Room and Secretary's work area	150 sq. ft.
Library and Conference Room	250 sq. ft.
Draughting Room	600 sq. ft.
Model Shop	150 sq. ft.
Toilet Room	50 sq. ft.
Samples and Storage Closets	50 sq. ft.
Architect's Private Office	100 sq. ft.
Heating and Utility Room	50 sq. ft.

Total 1400 sq. ft.

There shall be a parking area on the property for not less than eight employees' cars and four visitors' cars.

REQUIRED: (Sheet size 31" x 40")

- 1) Combination Floor and Plot Plan at $\frac{1}{8}$ " scale.
- 2) Perspective of the Building as seen from the road, at as large a scale as good sheet composition will allow.
- 3) Elevations of rear and the side not shown on perspective at $\frac{1}{8}$ " scale.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

- 3) Elevations of rear and the side not shown on perspective at $\frac{1}{8}"$ scale.
- 2) Perspective of the Building as seen from the road, as large a scale as good sheet composition will allow.
- 1) Combination Floor and Plot Plan at $\frac{1}{8}"$ scale.

REQUIRED: (Sheet size 31" x 40")

There shall be a parking area on the property for not less than eight employees, cars and four visitors.

1400 sq. ft.	Total
50 sq. ft.	Heating and Utility Room
100 sq. ft.	Architect's Private Office
50 sq. ft.	Samples and Storage Closets
50 sq. ft.	Toilet Room
150 sq. ft.	Model Shop
600 sq. ft.	Drafting Room
250 sq. ft.	Library and Conference Room
150 sq. ft.	Reception Room and Secretary's work area

mainly these areas:

The total net area of the building shall not exceed 1400 square feet with the following rooms in approxi-

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an architect's office
wins prize

THE PROBLEM.

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Competition in 1944.

American Stove Company. Mr. Armstrong received a silver medal at the Paris Exposition in 1937 and won a second prize in the St. Louis War Memorial Competition in 1944.

studied architecture at Washington University, St. Louis, and Ohio State University. He has been in private practice since 1933 and his work includes residences, schools and office buildings. Among his more recent work was the office building for the American Stove Company. Mr. Armstrong received a silver medal at the Paris Exposition in 1937 and won a second prize in the St. Louis War Memorial Competition in 1944.

class
problem

april 16, 1951
judgment on or about
January 15-march 26, 1951
exercise may 5 weeks duration

Department of Architecture: 1950-1951 City-school year

beaux-arts institute of design

CLASS C PROBLEM III - HIRONS PRIZE

AN ARCHITECT'S OFFICE

HARRIS ARMSTRONG, A.I.A., KIRKWOOD, MISSOURI

JURY OF AWARD - APRIL 19, 1951

J. J. ANDRES
SAMUEL BAUM
CHARLES W. BEESTON
JOHN D. BOYD
CARL COBBLEDICK

JACQUES DELAMARRE
WILLIAM F. ELLIS
JOSE A. FERNANDEZ
MICHAEL M. HARRIS
JOSEPH JUDGE

JOHN KOWALCZYK
NUNZIO J. SAPIENZA
BENJAMIN SCHLANGER
KENNETH K. STOWELL
LOUIS A. WALSH

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE
LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA AGRIC. & MECH. COLLEGE
SAN FRANCISCO ARCHITECTURAL CLUB
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF ILLINOIS, NAVY PIER

UNIVERSITY OF KENTUCKY
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME
UNIVERSITY OF VIRGINIA
WESTERN RESERVE UNIVERSITY
ATELIER: DUKE A. LOVELL, SAN DIEGO, CAL.
UNAFFILIATED: MILWAUKEE, WISC.
NEW YORK CITY

REPORT OF THE JURY - BY SAMUEL BAUM

THE SOLUTIONS SUBMITTED FOR THIS CLASS "C" PROBLEM EMPHASIZED ONCE MORE THE NEED FOR INSTILLING IN THE MINDS OF THE STUDENTS THE IMPORTANCE OF ANALYZING A PROBLEM IN SIMPLE, BASIC TERMS, ALONG WITH THE WARNING TO THE STUDENTS TO AVOID THE OUTER MANIFESTATIONS OF "THE DESIGN OF THE MOMENT", AS REVEALED IN THE PAGES OF SOME PERIODICAL OR BOOK ON ARCHITECTURE CURRENTLY IN VOGUE.

AN ILLUSTRATION OF THE CONFUSED THINKING SOMETIMES EVIDENT IN THE LAND UTILIZATION IS THE ASSOCIATION OF NORTH LIGHT WITH NORTH LOT LINE. AN OVERWHELMING MAJORITY OF THE STUDENTS CROWDED THE NORTH WALL OF THE DRAFTING ROOM AS CLOSE AS POSSIBLE TO THE NORTH LOT LINE, DEPENDING ON THE EIGHT FOOT SIDE YARD FOR LIGHT, AIR, VIEW AND PRIVACY.

THE PRIZE WINNER SOLVED HIS PROBLEM MORE RATIONALLY BY MOVING HIS DRAFTING ROOM CLOSE TO THE SOUTH LOT LINE WITH THE OBVIOUS RESULT OF FULL USE OF THE WIDTH OF THE LOT.

MANY STUDENTS WERE SEDUCED BY THE NEW CLICHES OF "DESIGN" TO THE EXTENT OF UTILIZING IRRELEVANT BLANK WALLS, LOUVERS, ETC., IN ORDER TO ACHIEVE PSEUDO-SMARTNESS IN PLAN AND ELEVATION, ALTHOUGH THAT MANY SUCH EMBELLISHMENTS CUT OFF LIGHT AND VIEW FROM EVERY PART OF THE LOT EXCEPT THE SIDE LOT LINES.

THE PROGRAM STATES THAT ONE OF THE ADVANTAGES TO THE ARCHITECT IS "THE OPPORTUNITY IT AFFORDS THE ARCHITECT TO DEMONSTRATE HIS ABILITY AND ARCHITECTURAL CONVICTIONS IN THE PLACE WHERE MANY CLIENT-ARCHITECT DECISIONS ARE MADE." THE ARCHITECT'S ABILITY IN PLANNING WOULD HARDLY IMPRESS THE CLIENT, IF THE CLIENT WERE SEATED IN A CONFERENCE ROOM OR ARCHITECT'S OFFICE WITH NO WINDOWS EXCEPT THOSE IN A CLERE-STORY OR WHERE THE ONLY VISTA WAS TOWARD A NEARBY LOT LINE,

"ARCHITECTURAL" MASONRY WALL, OR PARKING FIELD, WHEN IT OBVIOUSLY COULD HAVE BEEN OTHERWISE PLANNED.

AGAIN, WHERE AN ARCHITECT'S OFFICE IS LOCATED IN A SUBURB WITH A RELATIVELY SMALL NUMBER OF DRAFTSMEN, IT IS QUITE PROBABLE THAT THERE WILL BE A MORE CASUAL AND PERSONAL RELATIONSHIP BETWEEN THE ARCHITECT AND HIS STAFF. THIS WOULD BE EASIER TO MAINTAIN IF THE DRAFTSMEN SHARED IN A VISUAL ACCESS TO THE NATURAL BEAUTY OF THE PROPERTY FROM THE NORTH LIGHTED WINDOWS OF THE DRAFTING ROOM.

J.H.DABBERT, UNIVERSITY OF ILLINOIS- FIRST MENTION PLACED, HIRONS PRIZE: WELL DESERVES CONGRATULATIONS FOR A LOGICALLY THOUGHT OUT PLAN AND FOR HIS SIMPLICITY OF EXTERIOR DESIGN. THERE IS STILL PLENTY OF TRUTH IN THE TRITE OLD EXPRESSION THAT "SIMPLICITY IS THE KEYNOTE OF DESIGN". THE ENTIRE BUILDING IS PLACED TO THE SOUTH LOT LINE THUS ALLOWING FOR A PLEASANT OUTLOOK FOR THE ENTIRE OFFICE STAFF. THE CONFERENCE ROOM AS WELL AS THE ARCHITECT'S OFFICE HAVE A RESTFUL VIEW OF THE BEAUTIFUL TREE, MENTIONED IN THE PROGRAM. MOREOVER THE RECEPTIONIST HAS FULL CONTROL OF ALL CIRCULATION ON THE PROPERTY. THE PARKING IS WELL LOCATED AND DOES NOT INTERFERE WITH THE LANDSCAPING OF THE PLOT BETWEEN THE STREET AND THE BUILDING.

M.A.NIEMAN, UNIVERSITY OF NOTRE DAME - FIRST MENTION PLACED, RECEIVED HIS AWARD FOR THE EXCELLENT DISPOSITION OF THE VARIOUS ELEMENTS OF THE BUILDING WITH RELATION TO THE PLOT. THE CONFERENCE ROOM FACES A QUIET GARDEN INTO WHICH THE CONFERENCE COULD BE EXTENDED DURING PLEASANT WEATHER. THE ARCHITECT'S OFFICE AND THE CHIEF DESIGNER ALONE BENEFIT BY THE VIEW OF THE BEAUTIFUL TREE, A BIT SELFISH, AND THE PARKING FOR VISITORS IS UNFORTUNATELY LOCATED, THEREBY SPLITTING THE LOT INTO THREE SPACES. THE EXTERIOR DESIGN WAS QUITE SIMPLE AND PLEASANT.

E.A.COOK, UNIVERSITY OF ILLINOIS - FIRST MENTION PLACED: IN SPITE OF THE FACT THAT THIS BUILDING HAS THE FEATURE OF BEING PLACED WITHIN EIGHT FEET OF THE NORTH LOT LINE, THE STRAIGHTFORWARDNESS OF THE PLAN AND EXTERIOR ELEVATION WAS SUCH THAT THE JURY FELT THE DESIGN DESERVED COMMENDATION. IT IS UNFORTUNATE THAT THE RECEPTIONIST HAS NO VISUAL CONTROL OF THE STREET OR ANY OTHER PART OF THE PROPERTY EXCEPT THE NORTH LOT LINE EIGHT FEET AWAY FROM THE WINDOW. IT WOULD HAVE BEEN A BETTER SOLUTION IF THE FRONT PARKING HAD BEEN MOVED TO THE REAR WITH THE RESULTING LARGER LANDSCAPING ARE. THE CONFERENCE ROOM AND ARCHITECT'S OFFICE AND THE DRAFTING ROOM TAKE FULL ADVANTAGE OF THE NATURAL BEAUTIES OF THE SITE AND THE PLEASANTNESS OF THE OUTDOORS.

SUMMARY OF AWARDS:

3	FIRST MENTION PLACED	4	FIRST MENTION	65	MENTION
	107		NO AWARD		179
			TOTAL SUBMITTED		

CLEMSON AGRICULTURAL COLLEGE: MENTION- C.BATES, W.HUGHES, W.BUZZELL,
R.MCGINTY, C.ASBELL, W.PERRY.
LAYTON SCHOOL OF ART, MILWAUKEE: MENTION- W.PASCHKE, JR.

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R.FULHAGE, F.L.MCKINLEY, W.D.MAUCH, W.SMITH, E.M.WHEELER, JR.
SAN FRANCISCO ARCHITECTURAL CLUB: MENTION- H.R.FAIRCHILD, G.VAN DE WEGHE
TEXAS TECHNOLOGICAL COLLEGE: MENTION- J.THORNTON.
UNIVERSITY OF ILLINOIS, URBANA: FIRST MENTION PLACED- J.H.DABBERT, HIRONS PRIZE
E.A.COOK. MENTION- R.W.ADAMS, D.V.BAKER, C.E.BANKS, B.M.BORKON,
J.P.BRUCHMANN, D.F.BRANDT, P.J.CALANDRINO, D.S.CARLSON, L.COUGH,
D.DUNCAN, F.L.ELSASSER, J.E.ERBACH, R.D.FIELD, J.M.FLOM, C.D.GLENN,
D.L.GLUECK, S.L.GOLDBERG, H.C.GRIFFITH, R.D.KEESECKER, L.KONCZA,
F.W.KURZ, R.MASUYAMA, R.W.MAYNE, G.S.MILLSTEIN, R.D.MURPHY,
H.M.O'CONNELL, JR., M.G.OSBY, H.POST, H.STORM, T.H.TORGENSEN.
UNIVERSITY OF ILLINOIS, NAVY PIER, CHICAGO: FIRST MENTION- R.L.SCHWARTZ.
MENTION- C.RAUCHENBERGER, C.SANDINE.
UNIVERSITY OF KENTUCKY: MENTION- W.E.HOWARD.
UNIVERSITY OF NEW MEXICO: MENTION- A.A.GORRELL, E.G.JANKOSKI.
UNIVERSITY OF NOTRE DAME: FIRST MENTION PLACED- M.A.NIEMAN. MENTION- R.BAKER,
P.CORKER, P.LYNCH, B.MCHOFF, E.NOONAM
UNIVERSITY OF VIRGINIA: FIRST MENTION- M.E.KAYHOE. MENTION- F.L.LEGNAIOLI,
R.F.GROVE,
WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- A.J.BURIN, R.E.HAWES,
J.F.HAWVER, W.J.PERKOVIC, C.L.PUTZIER, M.E.SRNKA
UNAFFILIATED: MILWAUKEE, WISC.: FIRST MENTION- J.F.LIJEWSKI
NEW YORK, N.Y.: FIRST MENTION- E.ABRABEN

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| 53. M.A.NIEMAN, UNIVERSITY OF NOTRE DAME | FIRST MENTION PLACED |
| 54. E.A.COOK, UNIVERSITY OF ILLINOIS | FIRST MENTION PLACED |

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department of architecture: 1950-1951 fifty-eighth school year

class

B

exercise any 5 weeks between:

january 22-april 2, 1951

judgment on or about

april 23, 1951

problem

3

a warehouse for a department store architectural forum prize

ALFRED SHAW, Chicago, Ill., the author, studied in the Beaux-Arts Program under Warren and D'Espradelle at the Boston Architectural Club and, since 1921 when he left Boston, has practiced in Chicago. He has been active in commercial and government projects including the Merchandise Mart and the Field Building. During the last war he planned Army and Navy installations at St. Georges, Bermuda; McAlester, Okla., and Breverton, Washington. His firm, Shaw, Metz & Dolio, is active in large housing and apartment projects, retail stores, libraries, commercial work for Marshall Field & Co., U. S. Gypsum Co., Illinois Bell Telephone Co., and housing projects for the Chicago Housing Authority and the U. S. Navy.

A nationally known department store with a large downtown retail outlet and suburban branches has purchased an outlying tract of land to take care of its entire warehousing operation. The property is rectangular, running 1000 feet along the east side of a major highway and 1000 feet along the west side of a railroad right-of-way. It is 800 feet deep in the east-west dimension.

Because the warehouses will be seen from the highway and from passenger trains on the railroad, the management is anxious to have them architecturally effective day and night from all sides. The buildings should express their use through logical forms rather than by any excessive application of advertising signs.

The warehouses will be: (a) a general or main structure for large items such as furniture, rugs, etc., and (b) a secondary multi-story structure for the warehousing of smaller items. The total net floor area of both units will be 600,000 square feet.

Functions of the warehouses are:

- (a) to receive goods by rail and truck;
- (b) to supply to customers, by truck, items from warehouse stock after sale by sample at retail outlets, and
- (c) to supply the retail stores as required.

I. WAREHOUSE FOR LARGE ITEMS (500,000 square feet): the requirements of the main structure are:

1. Enclosed railroad siding with capacity for seven freight cars.
2. Enclosed receiving platform and back-up for fifteen large trucks and/or trailers (30' x 14' trailers).
3. Enclosed shipping platform for forty medium size delivery trucks. Platforms are to be built to accommodate all tailboard heights. (Hydraulic platform lifts.)
4. Receiving and shipping areas (adjacent to loading platforms) 60,000 sq. ft.
5. Packing room or aisle adjacent to receiving-shipping areas,
 - (a) City shipping and assembly: 15,000 sq. ft.
 - (b) Out-of-town crating, packing and shipping area: 8,000 sq. ft.
6. Furniture repair shop: 18,000 sq. ft.
7. Rug and carpet cutting area: 25,000 sq. ft.
8. Radio repair shop: 6,000 sq. ft.
Refrigerator repair shop: 2,000 sq. ft.
9. Outdoor parking for warehouse employees, office employees and visitors—200 cars.
10. Administration office: 3,000 sq. ft.
11. Boiler room and maintenance shop: 1,500 sq. ft.

Because large items can be better handled with a minimum of lifting a one-level building is recommended. Every modern device for lifting and transporting the merchandise is to be used. To familiarize himself with present practices, it is suggested that the student visit nearby installations which use mechanical devices such as fork lift trucks, mechanized dollies, etc.

Where pallets are used, a clearance height of 15 feet will be required; where racks are used no shelving will be higher than 7 feet; however, the racks for storage may

be in two tiers under the clearance height of 15 feet in those areas available to lift-trucks. Size of racks will vary to handle all items from small package goods to furniture and floor coverings.

Lighting in storage areas may be kept to a minimum.

II. WAREHOUSE FOR SMALL ITEMS (100,000 square feet) :

Small package goods can be better warehoused in a multi-story building of from four to six stories. Merchandise is carried by conveyor to the top floor where it is classified and distributed by chutes. This facility will be under the same control as the main warehouse, but is a totally separate operation.

Total area required in this multi-story structure will be 100,000 square feet and shall include:

1. Enclosed railroad siding for 2 freight cars.
2. Enclosed receiving platform and parking for 4 trucks.
3. Enclosed shipping platform and parking for 15 trucks.

4. The balance of the 100,000 sq. ft. shall be area and/or areas provided with racks.

Power and heat as well as administration will be the main warehouse.

REQUIRED: (Sheet size 31" x 40")

1. Plot plan at 1" equals 100'0" showing plan of structures, railroad and truck circulation and landscaping.
2. Ground floor plans of both warehouses at 1" equals 1'0" showing column spacing and division of areas.
3. An upper floor plan of small warehouse at 1" equals 1'0".
4. Perspective from highway at as large a scale as possible.
5. Section through both buildings at 1/32" equals 1'0" foot.
6. Section through typical bay of main building showing structural members, roof construction, etc., at 3/8" to the foot, or cutaway perspective at approximately same scale.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

CLASS B PROBLEM III - ARCHITECTURAL FORUM PRIZE

A WAREHOUSE FOR A DEPARTMENT STORE
AUTHOR - ALFRED SHAW, CHICAGO, ILL.

JURY OF AWARD - APRIL 24, 1951

LOUIS A. ABRAMSON
NEWTON P. BEVIN
PETER A. BLAKE
HARVEY P. CLARKSON
N. N. CULIN

EDWARD R. DEZURKO
ARTHUR S. DOUGLASS, JR.
WALTER P. MCQUADE
HENRY SHAPIRO
ALFRED SHAW

J. SAMUEL UNGER
MAURICE USLAN
ANTHONY J. VARNAS
ALBERT W. VARASSE
FREDERICK H. VOSS

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE
LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA AGRIC. & MECH. COLLEGE
PRINCETON UNIVERSITY
RICE INSTITUTE

TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF ILLINOIS, NAVY PIER
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - BY NEWTON P. BEVIN

THE IMPORTANT FACTORS CONSIDERED BY THE JURY WERE THE EFFICIENT HANDLING OF THE MERCHANDISE AND THE EFFECTIVENESS BY DAY AND NIGHT OF THE ARCHITECTURAL CHARACTER OF THE LARGE BUT SIMPLE MASSES.

THE FIRST PRIZE WAS AWARDED TO T.M. WAGGONER, UNIVERSITY OF ILLINOIS, URBANA, FOR SUCCESSFULLY MEETING THESE CONDITIONS. THE BUILDING IS WELL PLACED ON THE LOT; APPROACHES ARE EASY AND DIRECT, UNOCCUPIED AREAS ARE FEW, BUT ATTRACTIVE. THE PLAN IS COMPACT AND ECONOMICAL. THE ARCHITECTURE WAS CONSIDERED RATHER SEVERE, BUT EXPRESSIVE OF THE PURPOSE OF THE BUILDING AND IN GOOD PROPORTION. BY NIGHT AN INTERESTING ILLUMINATION EFFECT WAS CREATED THROUGH THE USE OF WELL PLACED GLASS BLOCK.

THE WAREHOUSE FOR LARGE ITEMS IS ESSENTIALLY A SIMPLE RECTANGLE. GOODS ARE RECEIVED BY TRUCK AND RAIL AT THE CENTER OF THE LONG NORTH SIDE AND FLOW OUT OF THE SOUTH SIDE AFTER A MINIMUM OF TRAVEL AND HANDLING. THE RAILROAD SIDING IS ARRANGED WITH TWO SPURS WHICH AVOID THE CONGESTION CAUSED BY A SINGLE LINE. STORAGE IS ENTIRELY ON ONE LEVEL, AS RECOMMENDED BY THE PROGRAM. RUG AND CARPET CUTTING IS PROPERLY LOCATED AT ONE SIDE, EASY TO REACH AND ADJACENT TO SHIPPING. FURNITURE AND APPLIANCE REPAIR, IN THE OPINION OF THE JURY, MIGHT HAVE BEEN MORE SATISFACTORILY LOCATED ON THE ROAD SIDE OF THE BUILDING, OUT OF TRAFFIC, ADJACENT TO SHIPPING AND EASIER TO ENCLOSE SHOULD SPECIAL HEATING OR AIR-CONDITIONING BE REQUIRED. LIGHTING BY MEANS OF LONG BANDS OF SKYLIGHTS WOULD MAKE AN EFFECTIVE DAY AND NIGHT PATTERN FROM THE AIR. THE BOILER ROOM WAS WELL LOCATED TO SERVE BOTH BUILDINGS AND IS REACHED BY ITS OWN RAILROAD SPUR. ADMINISTRATION SERVES WELL FOR BOTH BUILDINGS.

THE WAREHOUSE FOR SMALL ITEMS HAS ITS RAILROAD SPUR, TRUCK RECEIVING AND SHIPPING CONVENIENTLY ARRANGED FOR THE ELEVATOR AND CONVEYOR SYSTEM REQUIRED. THE PARKING AREA IS EASILY ACCESSIBLE AND NOT OBJECTIONABLE. IT IS WELL TO POINT OUT THAT NO TRUCKS CROSS ANY RAILROAD TRACKS IN THEIR NORMAL MOVEMENTS; SUCH A FAULT, WHICH APPEARS IN MANY OTHER SUBMISSIONS, IS A MINOR ONE, BUT HELPS TO INDICATE THE GOOD SOLUTION IN THIS CASE.

THE SECOND PRIZE WAS AWARDED TO F.J.TRESNAK, UNIVERSITY OF ILLINOIS, URBANA, FOR A CLEARLY WORKABLE SCHEME, SIMPLE STRUCTURE, EFFECTIVE MASS, AND PROPER ARCHITECTURE. THE PLAN IS NOT AS IMPECCABLY COORDINATED AS THE FORMER, CONSEQUENTLY THE DISTANCE BETWEEN RECEIVING AND SHIPPING IS GREATER. NIGHT ILLUMINATION WAS NOT INDICATED AS SUCH, BUT IT COULD BE EFFECTIVE THROUGH THE BANDS OF GLASS SHOWN.

THE FIRST MENTION PLACED BY A.K.CLEMENT, OKLAHOMA AGRIC. & MECH. COLLEGE, IS A STRAIGHTFORWARD SOLUTION. THE JURY FELT THAT THE HIGHWAY ELEVATION WOULD SUFFER IN APPEARANCE BY THE VISIBLE TRUCK DOCKS AT THE SHIPPING PORT. IT ALSO FELT THAT FURNITURE REPAIR WOULD BE BETTER LOCATED NEAR THE SHIPPING DEPARTMENT WHERE THE LEAST HANDLING AND TRAVEL WOULD BE NECESSARY FOR FINISHED PRODUCTS. THE ARRANGEMENT OF GALLERIES FOR GENERAL STORAGE WAS INGENIOUS AND ACCEPTABLE, ALTHOUGH NOT NECESSARY FOR THE AREAS ALLOWED IN THE PROGRAM.

E.B.REED, PRINCETON UNIVERSITY, RECEIVED A FIRST MENTION PLACED FOR AN INTERESTING SOLUTION OF A BUILDING IRREGULARLY PLACED ON THE LOT. THE EXTERIOR HAD AN INTERESTING CHARACTER. NIGHT LIGHTING WAS EFFECTIVELY ARRANGED. HOWEVER, THE JURY QUESTIONED THE EXPENSE INVOLVED BY THE SAWTOOTH SETBACKS IN PLAN. CONTRARY TO THE RECOMMENDATION OF THE PROGRAM, A MEZZANINE WAS SHOWN FOR ADDITIONAL STORAGE. THIS WAS QUESTIONED BECAUSE OF THE EXTRA HANDLING, EXTRA EXPENSE, AND EXTRA EQUIPMENT FOR SUCH A MEZZANINE. THE RUG AND REPAIR SHOPS WERE WELL PLACED ALONG THE SIDES OF THE BUILDING, OUT OF TRAFFIC, BUT CONVENIENT TO RECEIVING AND SHIPPING.

MANY PROBLEMS USED EXTERIOR WALLS OF GLASS. THIS WAS CONSIDERED A FAULT BECAUSE THE LIGHT WAS UNNECESSARY AND USEFUL WALL SPACE FOR STORAGE WAS THEREBY NEGLECTED. SIMPLE AND COMPLETE CONTROL OF ALL RECEIVING AND SHIPPING WOULD HAVE BEEN IMPOSSIBLE IN MANY OF THE SCHEMES.

SUMMARY OF AWARDS:

4 FIRST MENTION PLACED 4 FIRST MENTION 44 MENTION 98 NO AWARD
150 TOTAL SUBMITTED

CLEMSON AGRIC. COLLEGE: MENTION- E.B.WATT, T.E.WHITMIRE, H.C.MERRITT, JR.
OKLAHOMA AGRIC. & MECH. COLLEGE: FIRST MENTION PLACED- A.K.CLEMENT.

MENTION- C.S.DELANEY, D.D.FAHLER, F.M.HOLMES, E.B.HUCKSTEP,
B.F.HURLOCK, T.KELEHER, J.KULAS, J.E.MYRDA.

PRINCETON UNIVERSITY: FIRST MENTION PLACED- E.B.REED.

RICE INSTITUTE: FIRST MENTION- J.T.MONTZ. MENTION- G.T.PAINE, B.M.WINGFIELD.

TEXAS TECHNOLOGICAL COLLEGE: MENTION- R.L.GOYETTE, R.C.MESSERSMITH.

UNIVERSITY OF ILLINOIS, NAVY PIER: FIRST MENTION- F.P.PIECH.

MENTION- W.HENRIKSEN.

THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE OF GREAT BRITAIN AND IRELAND. VOLUME LXXV. PART I. 1905. THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE OF GREAT BRITAIN AND IRELAND. VOLUME LXXV. PART I. 1905.

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UNIVERSITY OF ILLINOIS, URBANA: FIRST MENTION PLACED- T.WAGGONER, FIRST PRIZE
F.J.TRESNAK, SECOND PRIZE; FIRST MENTION- H.HESTRUP, C.C.RUDD;
MENTION- J.A.BEMBENEK, E.F.BLICHARSKI, E.G.BUECHEL, T.W.CLARIDGE,
A.G.DIERKES, H.DUFER, D.R.ENGBLAD, R.D.EVANS, W.J.GAVIN, W.E.GREEN,
P.H.HALVERSON, D.HEIL, H.J.IVERSEN, D.KAMINSKI, W.A.KELLY, JR.,
C.KIRCHNER, T.E.KURZ, S.V.LANGE, M.S.MARKOWSKI, R.J.OFFRINGA,
R.M.ORTINAU, D.J.STEINGISSER, J.VOSKA, R.J.WISHER, S.C.WOLF.
UNIVERSITY OF KENTUCKY: MENTION- B.R.ROMANOWITZ.
UNIVERSITY OF NOTRE DAME: MENTION- E.C.COMO
WESTERN RESERVE UNIVERSITY: MENTION- R.H.COWAN.

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| 56. | F.J.TRESNAK, UNIVERSITY OF ILLINOIS | FIRST MENTION PLACED, 2ND PRIZE |
| 57. | A.K.CLEMENT, OKLAHOMA A & M COLLEGE | FIRST MENTION PLACED |
| 58. | E.B.REED, PRINCETON UNIVERSITY | FIRST MENTION PLACED |

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The first part of the report is a general description of the project. It includes a brief history of the project, a statement of the problem, and a description of the objectives. The second part of the report is a detailed description of the methodology used in the study. This includes a description of the data collection methods, the statistical methods used for data analysis, and a description of the experimental procedures. The third part of the report is a discussion of the results of the study. This includes a description of the findings, a comparison of the results with previous studies, and a discussion of the implications of the findings. The fourth part of the report is a conclusion and a list of references.

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5. Black, N. (2007). The effects of stress on the immune system. <i>Journal of the American Medical Association</i> , 297, 100-105.	6. Green, P. (2009). The effects of stress on the immune system. <i>Journal of the American Medical Association</i> , 301, 100-105.	7. Hall, R. (2011). The effects of stress on the immune system. <i>Journal of the American Medical Association</i> , 305, 100-105.
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The author would like to thank the following people for their assistance in the completion of this report: Dr. John Smith, Dr. Jane Doe, and Dr. Bob Brown.

department of architecture: 1950-1951 fifty-eighth school year

class

B

sketch

3

*exercise any 9 consecutive hours
between january 22 and april 2, 1951
judgment on or about
week of april 16, 1951*

a lamp post for a fine avenue

GIORGIO CAVAGLIERI, New York, N. Y., the author, received his degree of civil engineer in 1932 in Milan, and attended the Royal Superior School of Architecture in Rome until 1934. He practiced in Italy until 1939 and in Baltimore and New York. Since 1946 he has had his own office. His executed work includes air transportation facilities, apartment houses, office buildings, residential, consulting services, editorial work and teaching rendering and delineation.

A city of one million people has decided to install lamp posts for the illumination of 1500 feet of one of its fine avenues on which important public and commercial buildings are located.

The portion of avenue for consideration, accommodating intense pedestrian traffic, is straight and level; it is crossed at 300 feet intervals by 60 foot wide streets. The avenue is 120 feet wide, building line to building line, with 30 foot wide sidewalks at each side, and it ends at a cross-avenue which borders a public park. No trees are planted along the avenue or on its sidewalks. The avenue is flanked on both sides by buildings of six or more stories. Several important stores and buildings of public assembly are located along the avenue.

Because of the public and monumental character of the location, illuminated signs for the commercial establishments are not to be installed on the buildings. When the stores are closed, light from the lamp posts must maintain the illumination of the avenue at an intensity relative to its importance.

The lamp posts may be as high as 30-35 feet, and the lighting elements may project as much as 5 to 6 feet at any point from the post axis, provided no projection is lower than 18 feet from the street level. The size or multiplicity of the lighting elements must be studied in reference to the distance from one lamp post to another. No electrical calculation or definition of the problem is required, however, it will be advantageous to indicate in the perspective the direction of the unshielded rays of light, and to indicate the light spread in plan. Along the avenue distances up to a maximum of 80 to 100 feet from one post to the next are suggested.

Imagination of design, effectiveness and uniformity of light distribution, and facility of maintenance will be considered. The lamp posts must be a pleasant addition to the avenue not only in the evening hours but also in daytime.

REQUIRED: (Sheet size 22" x 30")

1. A perspective at as large a scale as possible, optional viewpoint, showing the avenue with the lamp posts and their relation to the adjoining buildings.
2. A plan at 1/32" scale to indicate the location of the lamp posts in a typical stretch of the avenue.
3. Elevation and plan at the scale of 1/4" to the foot of one lamp post, indicating the suggested materials and the diagrammatic construction and installation of the structure.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

1. A perspective at as large a scale as possible, optional viewpoint, showing the avenue with the lamp posts and their relation to the adjoining buildings.
2. A plan at 1/32" scale to indicate the location of the lamp posts in a typical stretch of the avenue.
3. Elevation and plan at the scale of 1/16" to the foot of one lamp post, indicating the suggested materials and the diagrammatic construction and installation of the structure.

REQUIRED: (Sheet size 22" x 30")

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a lamp post for a fine avenue

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class	B
sketch	3

judgment on or about week of april 16, 1951
between january 22 and april 2, 1951
conveys with 2 consecutive letters

CLASS B SKETCH III

A LAMP POST FOR A FINE AVENUE

AUTHOR - GIORGIO CAVAGLIERI, NEW YORK, N.Y.

JURY OF AWARD - APRIL 24, 1951

DEAN AXLINE GIORGIO CAVAGLIERI ELDREDGE SNYDER WILLIAM D. WILSON

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA

UNIVERSITY OF ILLINOIS, NAVY PIER
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY WILLIAM D. WILSON

LET HIM WHO DOUBTS THE DIFFICULTY OF THIS PROBLEM COUNT THE NUMBER OF WELL DESIGNED LAMP POSTS HE HAS SEEN. HOWEVER, WHILE RECOGNIZING THIS DIFFICULTY, THE JURY WAS DISCOURAGED BY THE EVIDENT LACK OF A CLEAR, RATIONAL APPROACH TO THE PROBLEM OF LIGHTING A FINE AVENUE. IN TOO MANY INSTANCES, THE SOLUTION SEEMED TO HAVE DEGENERATED INTO THE DESIGN OF A BIZARRE, EYE-CATCHING FORM ON WHICH TO HANG A LIGHTING FIXTURE OF DOUBTFUL FUNCTIONAL VALUE. HAD THE DESIGNERS TRIED LESS HARD TO DISPLAY "IMAGINATION" THEY MIGHT HAVE PRODUCED MORE ACCEPTABLE SOLUTIONS.

MANY SKETCHES SHOWED AN UNNECESSARILY HEAVY TYPE OF CONSTRUCTION FOR THE BASE AND STANDARD. MANY OTHER SKETCHES TENDED TO EMPHASIZE THE DECORATIVE CHARACTER OF THE STANDARD ITSELF AT THE EXPENSE OF THE LUMINAIRES. AN OVER-ELABORATE FORM BECOMES QUITE DREARY WHEN IT IS REPEATED MANY TIMES.

ALTHOUGH THE JURY DID NOT MARK HEAVILY THE ENGINEERING ASPECTS OF THE LAMPS, SEVERAL JURORS EXPRESSED DOUBT AS TO THE FEASIBILITY OF FLUORESCENT TUBING AS A LIGHT SOURCE FOR STREET LAMPS. ALSO, IT FELT THAT THE EERY QUALITY OF MERCURY VAPOR LIGHTING WOULD BE INAPPROPRIATE FOR A FINE AVENUE.

THE SOLUTION OF W. H. AHRENS OF PRINCETON UNIVERSITY RECEIVED THE ONLY FULL MENTION. THE SKETCH WAS COMMENDED FOR ITS VERY EFFECTIVE PRESENTATION OF A LAMP POST WHICH, WHILE LACKING SOMEWHAT IN REFINEMENT OF FORM, SHOWED A PLEASING AND UNCOMPLICATED APPROACH TO THE PROBLEM.

SUMMARY OF AWARDS:

1 MENTION 5 HALF MENTION 68 NO AWARD 74 TOTAL SUBMITTED

PRINCETON UNIVERSITY: MENTION- W.H.AHRENS.

UNIVERSITY OF ILLINOIS, NAVY PIER: HALF MENTION- S.BOTES, R.D.BLAKE,
J.H.DABBERT, H.POST.

UNIVERSITY OF NOTRE DAME: HALF MENTION- E.R.LITTLE

department of architecture: 1950-1951 fifty-eighth school year

class**A**

*exercise any 9 consecutive hours between
january 29 and march 26, 1951
judgment on or about
april 16, 1951*

sketch**3****entrance to a vehicular tunnel**

A. R. CLAS, the author, of Washington, D. C. studied architecture and engineering at Harvard University. After a brief association with his father in the firm of Ferry & Clas, Architects, Milwaukee, Wis., he spent the next 14 years in the manufacturing field. He prepared for his return to architecture by a period of travel and study principally under French Architect DuQuesne. On his return in 1925 he was associated with D. H. Burnham & Co., Walter W. Ahlschlager, and Holabird & Root in Chicago. From 1934-38 he was Director of Housing and Assistant Administrator of Public Works, Washington, D. C. handling a huge program of slum clearance and low rent housing throughout the United States. His present practice was founded in 1938 and includes both architectural and engineering services and embraces housing, military, school, civic and commercial works.

Background: A rapidly expanding metropolis at the hub of several federal and state highway routes is faced with the problem of either alleviating traffic congestion in the heart of the business and commercial district or of losing much of the revenue which this area provides. The trend from urban to suburban living in the last few years has increased so rapidly that the city has become keenly aware of the urgent need of a working plan for traffic arteries to cope with the added volume of commuter traffic from the suburban areas and the problem of the ever-increasing transient traffic through the center of the business district.

A competent commission established to study the problem has offered a comprehensive plan which provides for crossings, bridges, cuts, by-passes, underground parking with planting areas above, and in particular a tunnel by-pass to expedite heavy transient traffic going north and south through the city. The State Road Commission will aid the city financially with the project and the Federal Highway Commission has agreed to have its approaches conform to the approved plan.

The Problem: Because of their prominent location, it has been agreed that the north and south approaches and entrances to the tunnel shall be monumental in character, yet straightforward and practicable in design.

Blighted areas along the approaches are to be replaced by park areas.

The new north-south highway approaches to the tunnel consist of a divided dual lane highway (two lanes of traffic in each direction), with a landscaped mall between. The two lanes begin to converge one-half mile before entering the tunnel, and divide again on the other side. In the immediate vicinity of the tunnel the dividing strip between the lanes will be 3' wide and the total width of the approaches under one control of the commission will be 150'. The highway has a gradual downgrade to the entrance. Keeping in mind the scope of the comprehensive plan as well as the civic interest and pride which was responsible for it, your problem is to design the south entrance to the tunnel.

The only limiting dimensions are:

Height of tunnel opening: 14' at lowest point of clearance

Maximum width of tunnel opening: 48'

Width of guard walk along both sides of tunnel: 2'

Width of divider curb in center of tunnel: 3'

Difference in elevation from grade of tunnel entrance to top of finished grade above tunnel: 36'

MATERIALS — INSCRIPTIONS — PLANTING — SCULPTURE — RETAINING WALLS, etc.

These factors are left to the discretion of the designer.

REQUIRED: (Sheet 22" x 30")

1. A perspective at as large a scale as possible taken at any angle which most advantageously shows the design.

2. Plan of tunnel entrance and retaining walls, planting, etc., included as part of entrance at scale 1/16" to the foot.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

A

class

3

sketch

april 16, 1931
judgment on or about
january 29 and march 26, 1931
exercise may be consecutive hours between

entrance to a vehicular tunnel

Blighted areas along the approaches are to be replaced by park areas.

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CLASS A SKETCH III

ENTRANCE TO A VEHICULAR TUNNEL

AUTHOR - A. R. CLAS, WASHINGTON, D.C.

JURY OF AWARD - APRIL 24, 1951

LEWIS G. ADAMS
EDWIN S. BURDELL

A. R. CLAS

HOWARD H. JUSTER
WALTER D. WOOD

SCHOOL REPRESENTATIVE: GRANVILLE S. KEITH, UNIVERSITY OF ILLINOIS, URBANA

PARTICIPANTS:

LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA AGRIC. & MECH. COLLEGE
RICE INSTITUTE, HOUSTON
TEXAS TECHNOLOGICAL COLLEGE

UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF NOTRE DAME
UNAFFILIATED:
CHICAGO, ILLINOIS

REPORT OF THE JURY - BY HOWARD H. JUSTER

THE JURY WAS OF THE OPINION THAT THE PROBLEM INVOLVED IN THIS SKETCH WAS ONE OF ALMOST PURE ESTHETIC CONSIDERATION, SINCE ALL OF THE TECHNICAL POINTS WERE SOLVED IN THE PROGRAM. THERE WAS AN EXCELLENT OPPORTUNITY FOR EXPRESSION BY RELYING SOLELY UPON GOOD PROPORTIONS AND THE SIMPLE AND DIRECT HANDLING OF MATERIALS.

IN GENERAL, MOST OF THE SUBMISSIONS DID NOT MEASURE UP TO THE AFOREMENTIONED STANDARDS. THE JURY FELT THAT THERE WAS TOO MUCH PREOCCUPATION WITH BORROWED DECORATIVE FORMS AND WELL WORN CLICHES. PARTICULARLY UNFORTUNATE WAS THE INAPPROPRIATE USE OF SCULPTURE AND REFLECTING POOLS WHICH SERVED IN MOST CASES AS A HAZARD TO TRAFFIC RATHER THAN AS AN INTEGRATED DECORATIVE FEATURE. IN MANY CASES, SCALE WAS COMPLETELY DISREGARDED IN THE QUEST FOR A PRETTY PICTURE, PARTICULARLY IN THE RELATIONSHIP BETWEEN THE HEIGHT OF THE TUNNEL OPENING AND THE TOP OF THE FINISHED GRADE ABOVE THE TUNNEL.

IN THE OPINION OF THE JURY, THE BEST DESIGN SUBMITTED WAS THAT BY D.L.ADAMSON OF OKLAHOMA A. & M. COLLEGE. IT WAS A SIMPLE, DIRECT AND EXTREMELY APPEALING SOLUTION, ACHIEVED PRIMARILY BY GOOD PROPORTIONS AND BY THE FACILE HANDLING OF ONE MATERIAL, NAMELY, CONCRETE.

A.A.HALE, OF THE UNIVERSITY OF ILLINOIS, AWARDED A MENTION, ALSO HAD A NOTEWORTHY SOLUTION; QUITE BOLD IN PROPORTION AND EXPRESSING A GOOD SENSE OF MATERIALS IN HIS JUXTAPOSITION OF THE CONCRETE MASS OF THE TUNNEL PROPER WITH THE NATURAL RUGGEDNESS OF THE FLANKING STONE EMBANKMENT.

P.BACALZO, UNIVERSITY OF ILLINOIS, WAS AWARDED A MENTION FOR HIS USE OF GOOD PROPORTION AND THE DIRECT EXPRESSION OF THE PLASTIC QUALITIES OF CONCRETE

W.G.QUAM OF THE UNIVERSITY OF ILLINOIS, AWARDED A MENTION, RELIED UPON STRUCTURAL EXPRESSION AND ALSO SHOWED AN AWARENESS OF THE TRANSITION FROM ROAD TO TUNNEL.

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2. The second part of the report...

3. The third part of the report...

4. The fourth part of the report...

5. The fifth part of the report...

6. The sixth part of the report...

7. The seventh part of the report...

8. The eighth part of the report...

9. The ninth part of the report...

10. The tenth part of the report...

11. The eleventh part of the report...

12. The twelfth part of the report...

13. The thirteenth part of the report...

14. The fourteenth part of the report...

15. The fifteenth part of the report...

SUMMARY OF AWARDS:

4 MENTION 3 HALF MENTION 57 NO AWARD 64 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- D.L.ADAMSON.
UNIVERSITY OF ILLINOIS, URBANA: MENTION- P.BACALZO, A.A.HALE, W.G.QUAM.
HALF MENTION- W.C.DELANEY, J.D.LECHNIAK, C.D.MAY.

INDEX OF REPRODUCTIONS:

CLASS B SKETCH III - A LAMP POST FOR A FINE AVENUE
APRIL 24, 1951

59. W.H.AHRENS, PRINCETON UNIVERSITY MENTION

CLASS A SKETCH III - ENTRANCE TO A VEHICULAR TUNNEL
APRIL 24, 1951

60. D.L.ADAMSON, OKLAHOMA A. & M. COLLEGE MENTION

61 A.A.HALE, UNIVERSITY OF ILLINOIS MENTION

62. P.BACALZO, UNIVERSITY OF ILLINOIS MENTION

63. W.G.QUAM, UNIVERSITY OF ILLINOIS MENTION

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1st Prize - Warren
 2nd Prize - Whitney
 3rd Prize - Competition

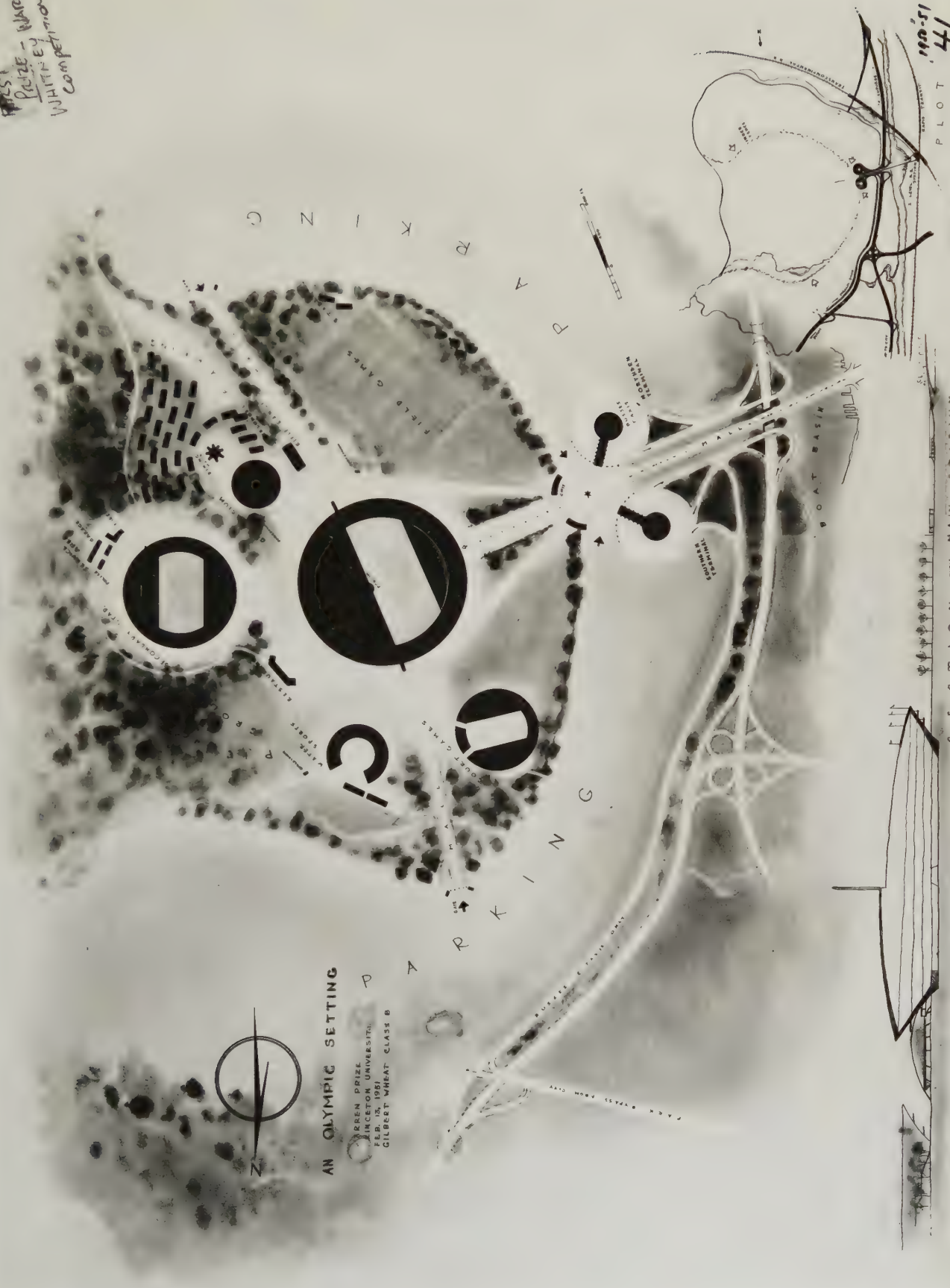
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PLOT

SECTION NEW MAIN STADIUM

AN OLYMPIC SETTING

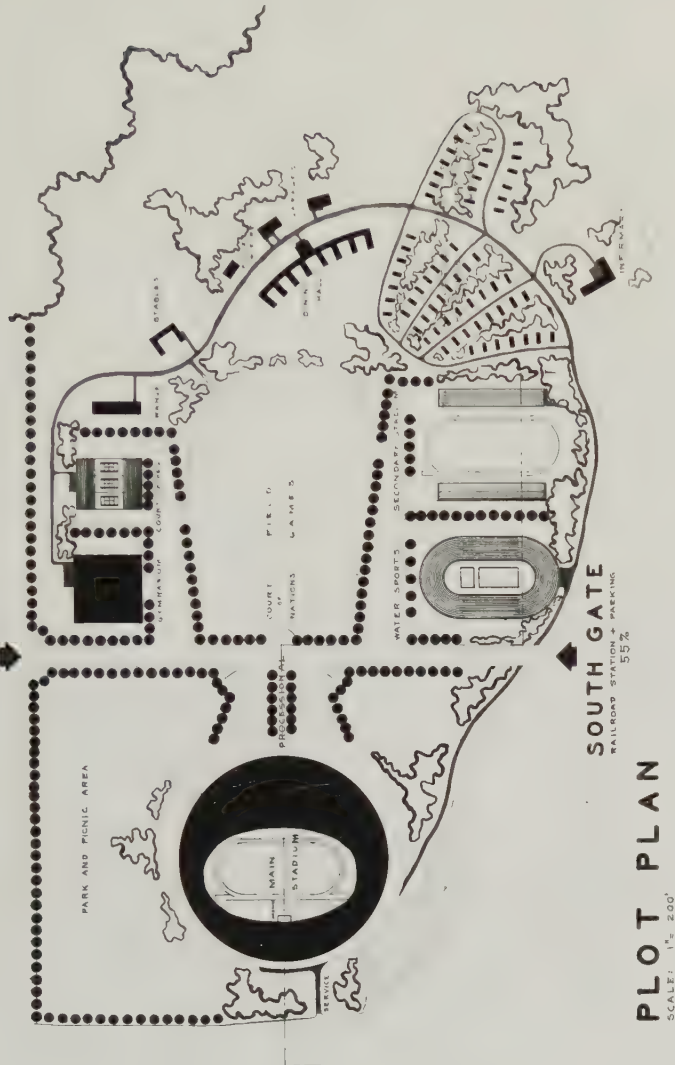
GREEN PRIZE
 UNIVERSITY
 FEB. 15, 1901
 GILBERT WHEAT CLASS B





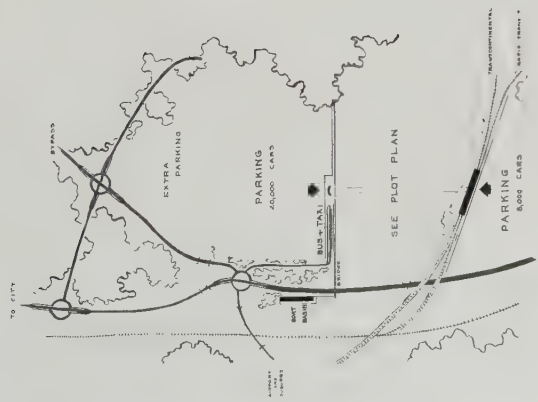
SECOND
PAGE...
WATNEY WARREN
CONFESSION

NORTH GATE
BUS, TAXI, BOAT AND PARKING AREAS
4.5%



SOUTH GATE
RAILROAD STATION - PARKING
5.5%

PLOT PLAN
SCALE: 1" = 200'



SITE PLAN
SCALE: 1" = 800'



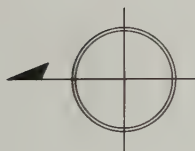
SECTION

SCALE: 1" = 100'

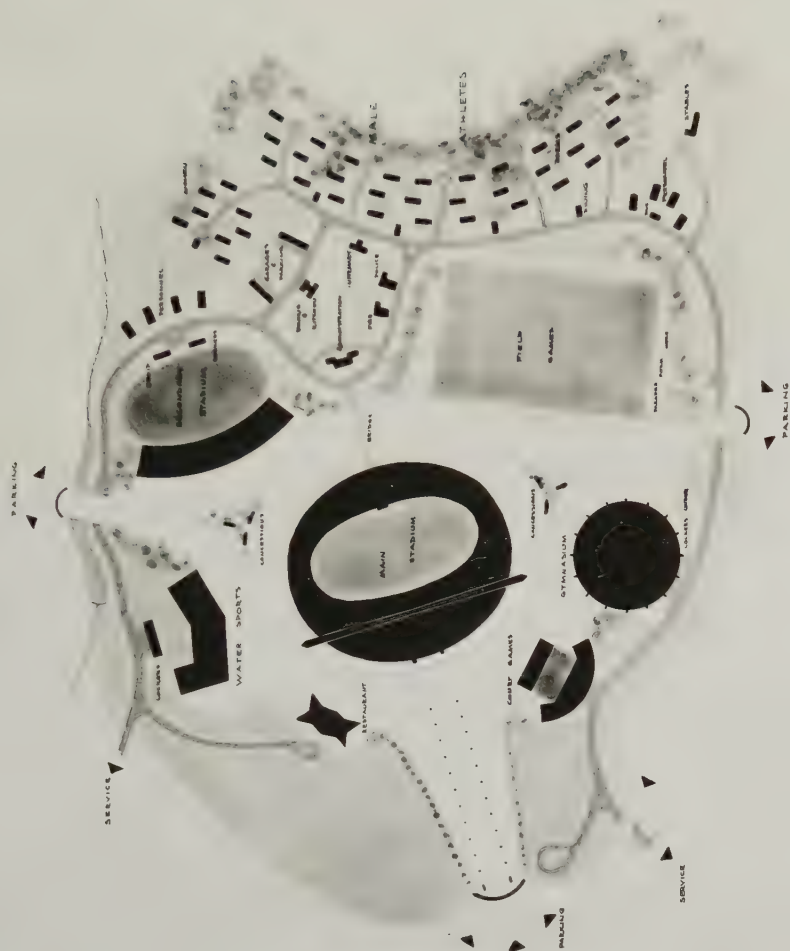
NO-51
42

WATNEY WARREN
CONFESSION

THIRD
 PRIZE
 WATNEY WARREN
 COMPETITION



SITE DIAGRAM
 1" = 800'



PLOT PLAN
 1" = 200'



SECTION
 1" = 100'

A SETTING FOR THE
 OLYMPIC GAMES -
 THE STADIUM AND THE
 WATER SPORTS AREA
 IN HARBOR PARK
 PREPARED BY LANDSCAPE

MR-SI
 43

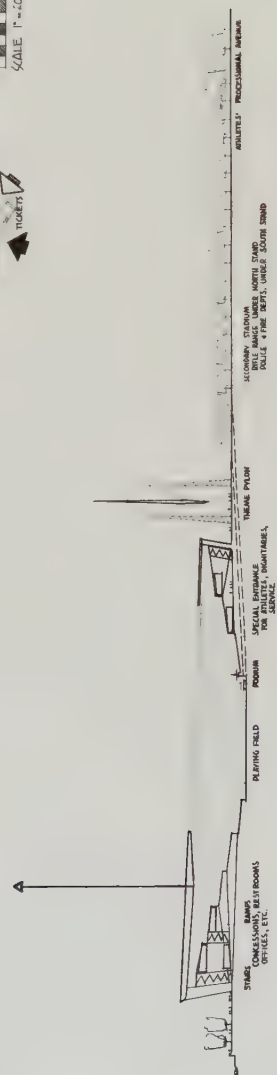


DIA. RAMATI PLAN

SCALE 1" = 2'00"

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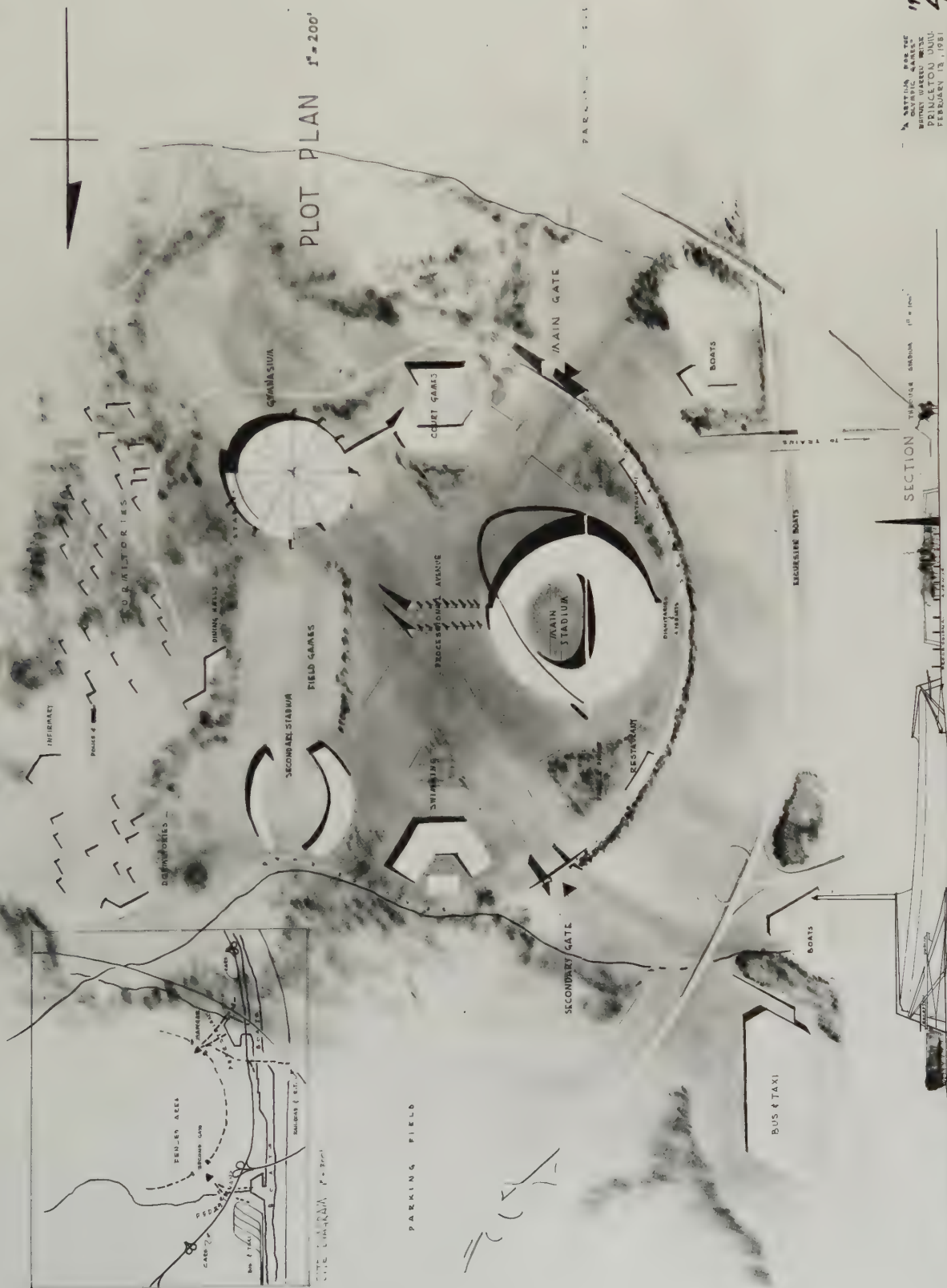
A LETTER, FOR ANNIE JAMES
to WARREN FIFE
FROM STOK UNIVERSITY
15 FEBRUARY 1911
WILLIAM H. SHORT



SECTION SCALE 1"=100'

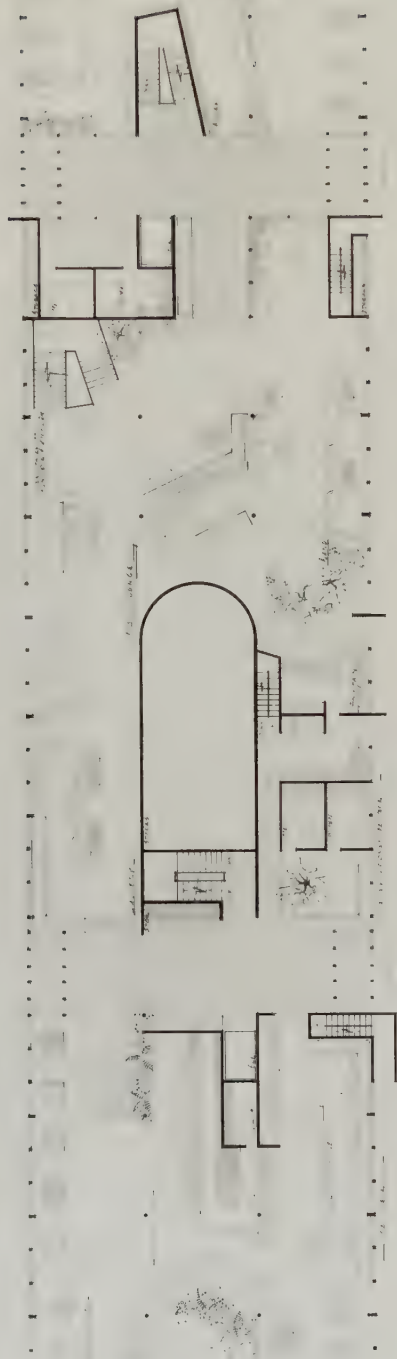
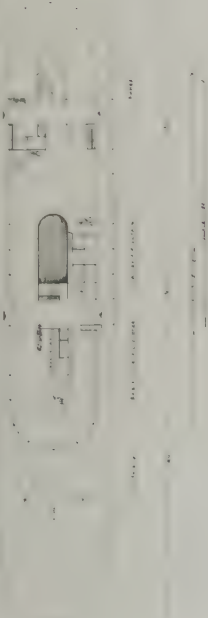


5TH PLACE



1950-51
45

NOTES: FOR THE
OWNER, ARCHITECT
AND ENGINEER
FEBRUARY 13, 1951
PULLEY & HOLT III



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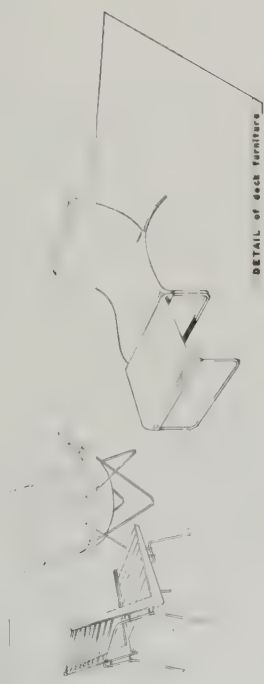
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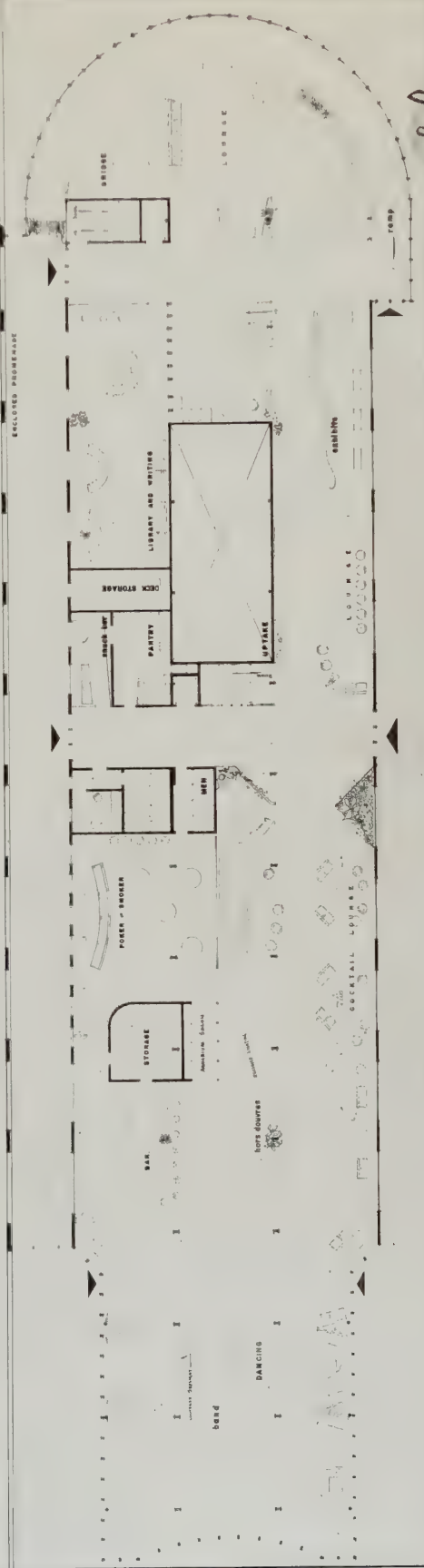
PLAN OF ENTIRE PROMENADE DECK



DETAIL OF DECK FURNITURE



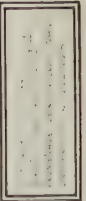
PERSPECTIVE showing forward houses



ENCLOSED PROMENADE

ENCLOSED PROMENADE

1st Medal

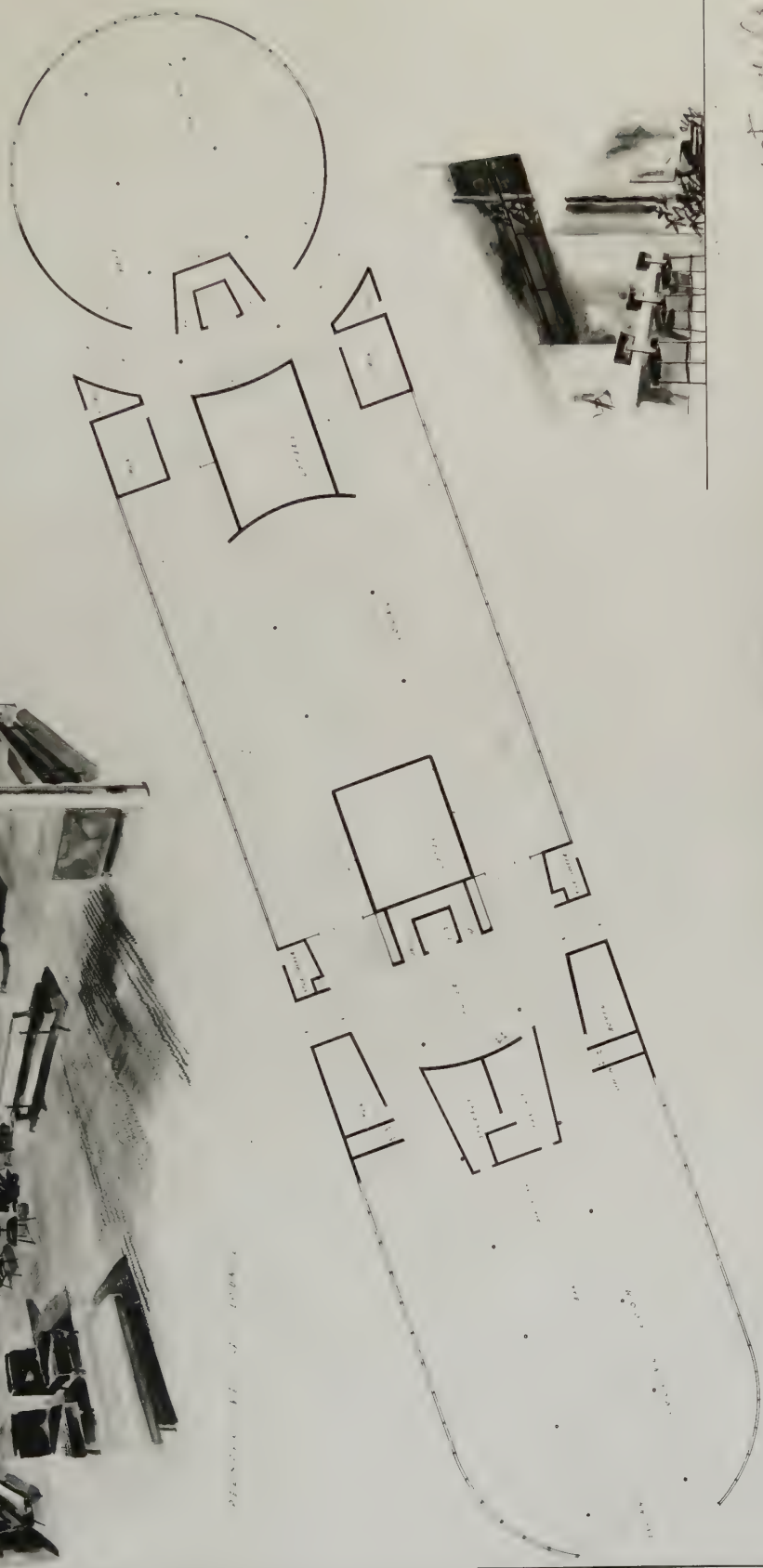


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WORLD OF DESIGN



PROMENADE DECK OF CRUISE SHIP



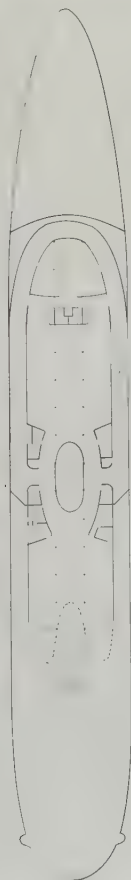
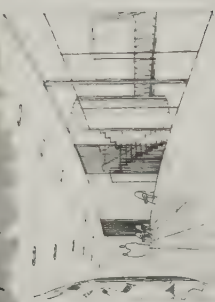
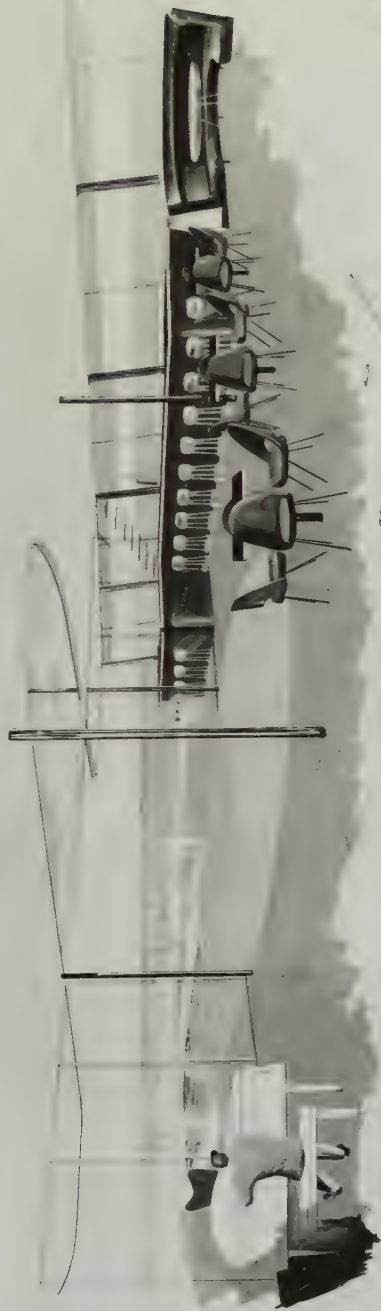
1st Model

8-4
12-24

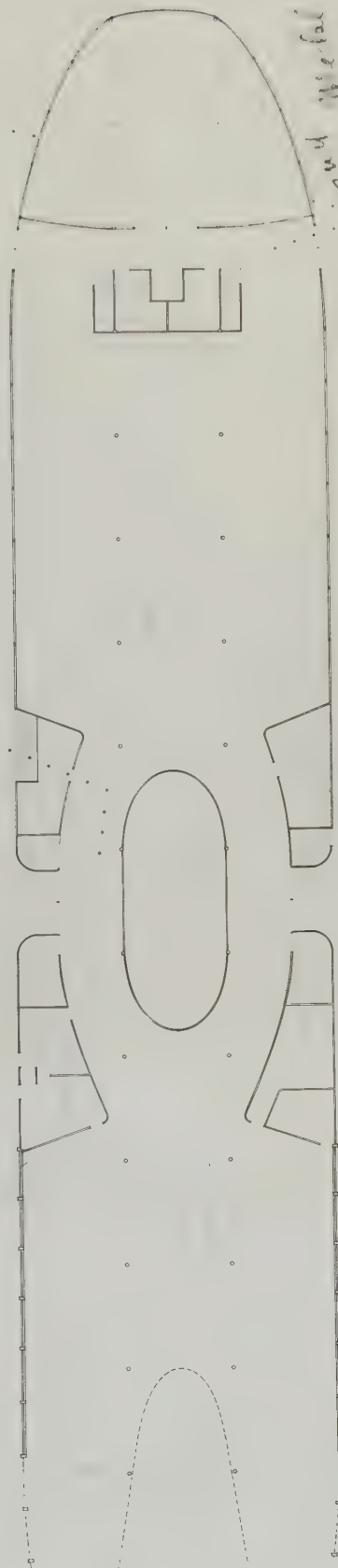


promenade deck of cruise ship

perspective
1950-51



plan of entire deck
1950-51

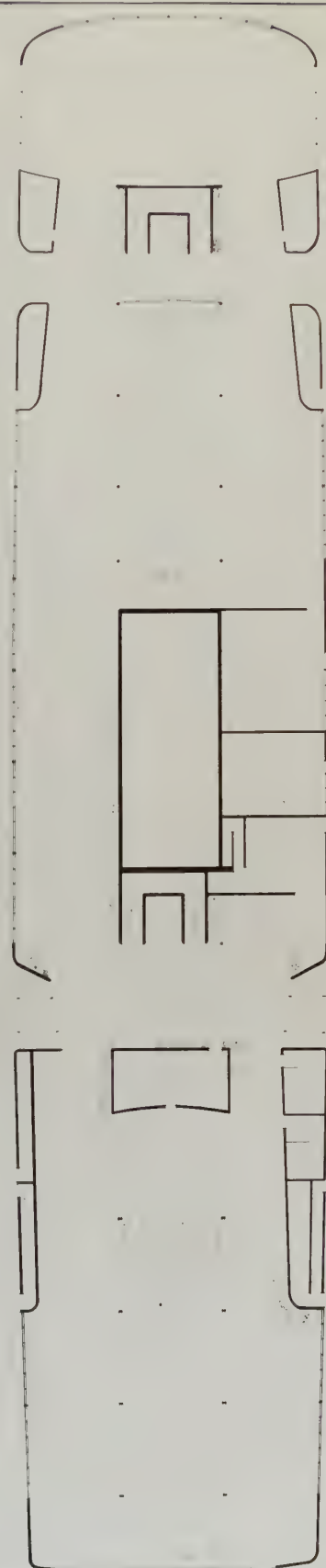


plan of house
1950-51

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copy of drawing
urban III
bold
class 3 page 3

1950-51
Jul. 1951







PERSPECTIVE — MAIN LOUNGE



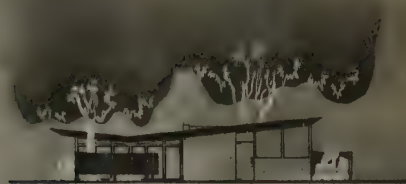
VIEW OF LOUNGE — MAIN LOUNGE

PLAN — PROMENADE, PLUCK — SCALE 1/4" = 1'-0"

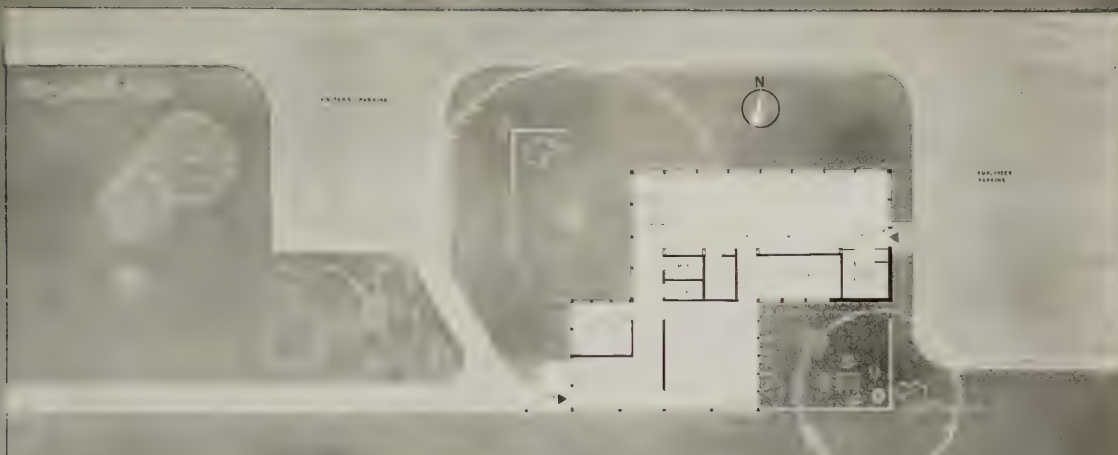


NORTH ELEVATION

AN ARCHITECTS OFFICE



EAST ELEVATION



PLOT PLAN



SOUTHWEST PERSPECTIVE



BIRD'S EYE PERSPECTIVE



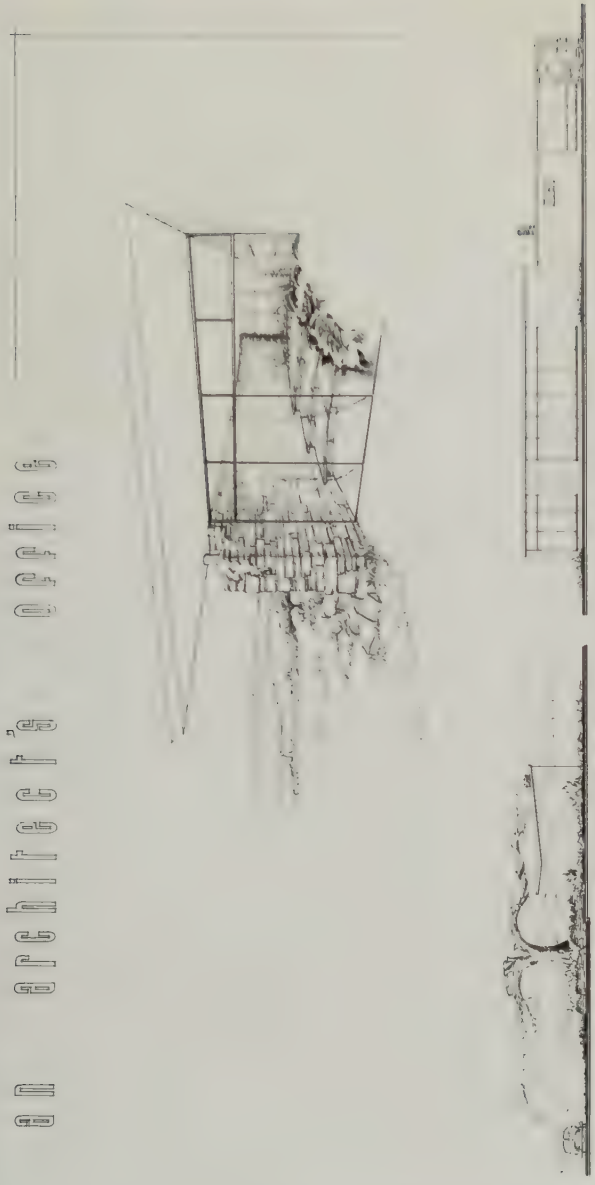
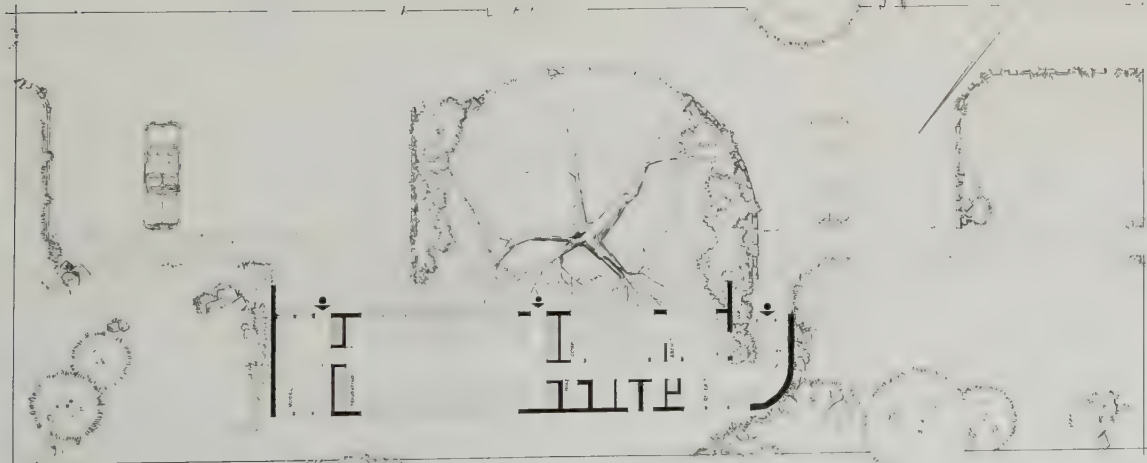
WEST PERSPECTIVE

1st Mention Placed

1950-51
53

MARK A. NIEMAN
UNIVERSITY OF NOTRE DAME
B.A.D. CLASS C
MARCH 8, 1951

AN ARCHITECT'S DREAM

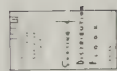


front

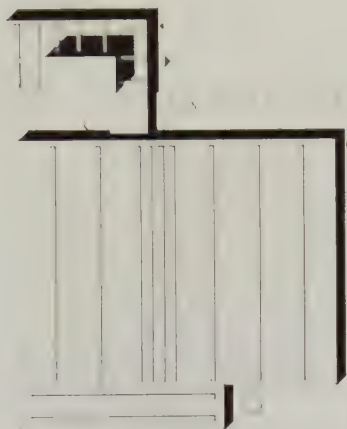
side

PLAN & ELEVATION
 DRAWN BY: J. H. H. H.
 DATE: 1900





Top 1000 of Small
Mall

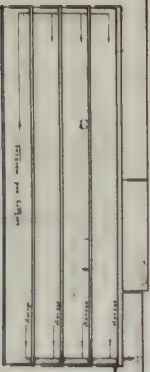
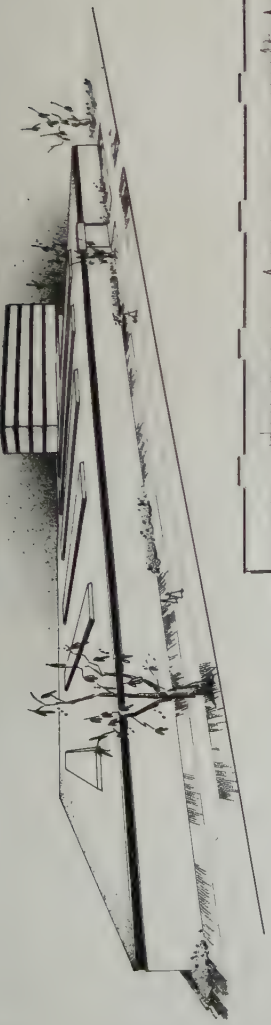


De la Forêt

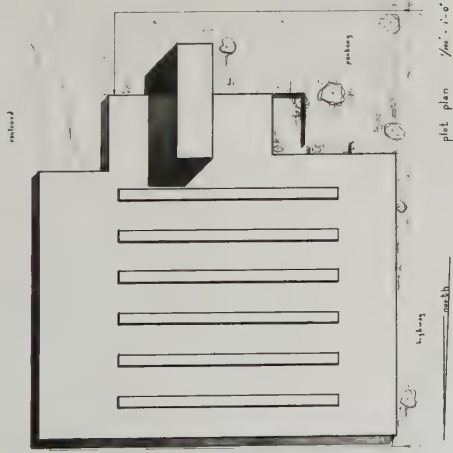


Typical Bay | SURVEIL Detail

TOOLS AVAILABLE FOR SPONTANEOUS



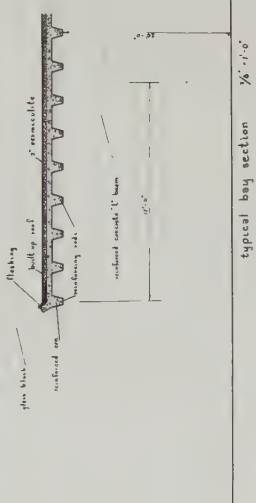
section 22 1/8" = 1'-0"



plan 1/8" = 1'-0"



plan 1/8" = 1'-0"

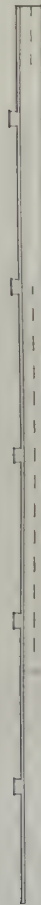


typical bay section 1/8" = 1'-0"

Architectural Forum
2nd Prize

1st M.P.

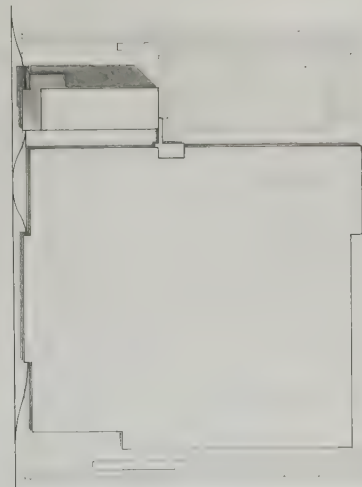




CAUTION LABEL



TYPICAL FLOOR



THE UNIVERSITY OF CHICAGO

1950-51
57





PLOT PLAN: 1"=100'-0"

③ DIAGRAMATIC ELEV. DETAIL 1/2"=1'-0"



BY DAY



BY NIGHT...

NIGHT LIGHTING CONTINUES FULLY OF BEHOLD, ABOVE - MULTISTORY, JOSTLE SPOTLIGHTS ON ALL TOPS, ETC.

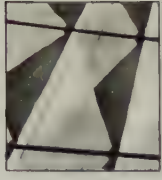
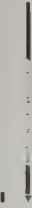
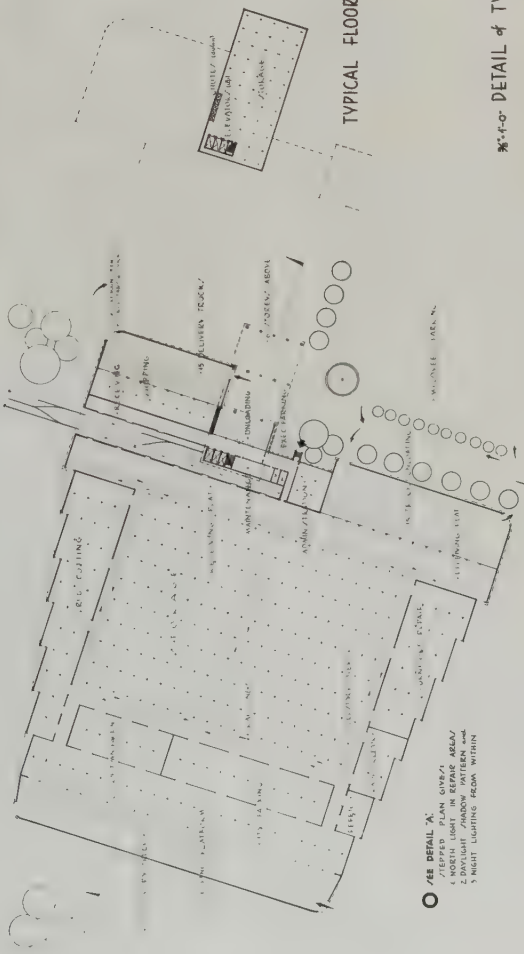


DIAGRAM OF MULTISTORY JOSTLE SPOTLIGHTS ON ALL TOPS, ETC.



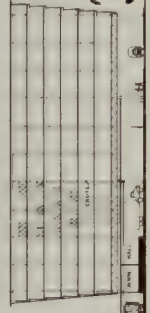
② PERSPECTIVE FROM HIGHWAY



① FLOOR PLAN: 1/4"=1'-0"

TYPICAL FLOOR

3/4"=1'-0" DETAIL OF TYPICAL BAY



LONGITUDINAL SECTION: 1/32"=1'-0"

UNIVERSITY OF CALIFORNIA
ARCHITECTURAL FOR PRIZE
CLAYTON B. PRITCHETT
PRINCETON UNIVERSITY
MARCH 1964
EDWARD S. BACON, C.E.D.





